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No. 21,204 號四零百五千壹萬式第 日四拾月伍年寅丙

HONGKONG, WEDNESDAY, JUNE 23RD, 1926 癸拜禮

號叁廿月陸年五十國民華中

PRICE: \$3 PER MONTH

KOWLOON-CANTON RAILWAY. TIME-TABLE.

WEEK DAYS											
		A.M.	A.M.	A.M.	Noon	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Kowloon...	Dep.	8.40	9.15	10.30	11.40	12.00	1.15	2.25	3.35	4.45	5.55
Yau-matli...	Dep.	8.50	9.24	10.39	—	12.09	1.24	2.31	3.41	4.51	6.01
Shatin...	Dep.	9.02	9.36	10.51	—	12.21	1.36	2.46	3.56	5.06	6.16
Tai-po...	Dep.	9.16	9.49	11.04	—	12.34	1.49	2.59	4.09	5.19	6.29
Tai-po Market...	Dep.	9.21	9.53	11.08	—	12.39	1.53	3.03	4.13	5.23	6.33
Fanning...	Dep.	9.32	10.05	11.19	—	12.50	2.05	3.15	4.25	5.35	6.45
Shang-hai...	Dep.	9.36	10.07	11.22	—	12.53	2.07	3.17	4.27	5.37	6.47
Shanghai...	Arr.	7.43	10.13	11.23	12.20	12.58	2.13	3.23	4.33	5.43	6.53
<hr/>											
Shum-chas...	Dep.	7.21	8.05	10.38	11.40	1.53	3.00	4.17	5.18	6.08	7.08
Shang-hai...	Dep.	7.23	8.13	10.46	11.47	—	3.07	4.24	5.24	6.16	7.16
Fanning...	Dep.	7.23	8.16	10.49	11.51	—	3.11	4.29	5.29	6.21	7.21
Tai-po Market...	Dep.	7.42	8.26	10.59	12.02	—	3.21	4.38	5.42	6.34	7.34
Tai-po...	Dep.	7.48	8.30	11.04	12.07	—	3.28	4.42	5.39	6.33	7.33
Shatin...	Dep.	7.49	8.45	11.17	12.21	—	3.30	4.56	5.51	6.46	7.46
Yau-matli...	Dep.	8.12	9.05	11.29	12.33	—	3.58	5.08	6.03	6.69	7.69
Kowloon...	Arr.	8.20	9.03	11.37	12.41	2.37	3.53	5.16	6.11	7.06	8.06

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LONDON'S TRAFFIC.

WATERLOO BRIDGE TO BE REBUILT.

TO COST £1,500,000.

The House of Commons has declared by a considerable majority in favour of the plans of the London County Council for dealing with Waterloo Bridge. The bridge, it has been decided, must come down and a new one is to be built. No one can feel enthusiasm for a scheme involving the destruction of a fine bridge, which has been one of London's chief ornaments during living memory. But necessity compels, and it is not vandalism which decrees the stroke but the inexorable requirements of London traffic. True, the necessity is challenged by some, but after prolonged debate and controversy we think that the case for pulling down and rebuilding on a six-line traffic scale has been established, and our regrets for the loss of an impressive landmark in London's most beautiful view are none the less sincere because we cannot support the claim to make purely aesthetic considerations the determining factor in the decision. It, indeed, Waterloo Bridge itself could declare its sentiments in this matter, would it not show some surprise at the recent excessive admiration of its beauties which were not discovered by many until this controversy arose? Mr. Scurr's quotation from Ruskin, who described the arch of Waterloo Bridge as "nothing more than a gloomy and hollow heap of wedged blocks of granite," was a useful reminder that at any rate the foremost Victorian exponent of aesthetic taste did not write of Ruskin's masterpiece in his usual rapturous and lyrical vein. If we could make sure within the next decade of obtaining the Charing-cross Bridge which in our view is London's supreme need so far as bridges are concerned, there might be a case for ridding the underpinning of the existing Waterloo Bridge and leaving it unaltered. But we fear that there is none, if only because of the vast expense involved. And now that the St. Paul's Bridge scheme, which we thought had been finally laid to rest a year or more ago after the debate in the House of Lords, has recently received the blessing of the Traffic Advisory Committee of the Ministry of Transport, it is the more important that a new and wider Waterloo Bridge should be built before the pressure of London traffic becomes even more intolerable. This question of cost is paramount, when we are dealing, as in this case, with millions. For a million and a half London is promised a new Waterloo Bridge, which will be adequate to the traffic developments of the next hundred years. The Charing-cross Bridge would probably cost anything from ten to fifteen millions. Nor do we think so poorly of the architectural skill of our own day that we despair of the new bridge being found equal in beauty to the old, says the *Daily Telegraph*.

FAMILY FAILURES.

EXTRAORDINARY CASE OF INCOMPETENCY.

SALEM, OR., April 30th.

A case of family incompetency that may go down in history as a rival of the famous "Jukes" family of New York and Minnesota, the "Tribe of Israel" of central Indiana and the Edwards family, is that of a Portland woman who on Wednesday gave birth to her 15th child.

The child was born in the Oregon state hospital for the insane, where the mother has been a patient for the past three months. Because of having relatives in Portland, officials have refused to divulge her name.

Records in the case show that the entire family of 17 members now are, or have been, state charges. The father some time ago was sent to the Oregon state penitentiary, but later was transferred to the state hospital, where he died recently. All of the 15 children are now in state institutions and are state charges. Officials said the mother was a mental derelict and at best could not live more than a few years.

CHILDREN'S NAMES WITHHELD.

Although the names of the children are not available, it was said that one of them is an inmate of the Oregon state penitentiary, others are inmates of the state training school for boys, state industrial school for girls and the state home for the feeble-minded. There are others in the state institutions of Idaho and Washington.

Figuring on a low per capita cost of \$20 a month, which is possible at only one or two of Oregon's state institutions, the cost of maintaining the members of this unfortunate family is at least \$3,000 a year. The taxpayers of Idaho and Washington are paying for the keep of other members of the family confined in the institutions of those states.

OPERATION TO BE DEMANDED.

Dr. R. E. Lee Steiner, superintendent of the Oregon state hospital, has let it be known that the mother, even though she recovers her mental faculties, will not be allowed to leave the institution until she has consented to an operation under the Oregon eugenics law. Such an operation, he said, would halt propagation of this family in Oregon and eventually save the taxpayers of the state many thousands of dollars annually.

Based upon statistics dealing with the propagation of mental incompetents, Dr. Steiner said the mother, who yesterday gave to the state of Oregon another charge, is capable of producing six more children during her life expectancy. She is now 42 years of age.

In order that other states may join with Oregon in the movement to halt the propagation of mental incompetents through the adoption of drastic eugenic measures, students of civil sociology will receive all of the facts that can be obtained in connection with the case that is now attracting the attention of local officials.

These facts later will be turned over to the officials of Washington and Idaho in the hope that those states will adopt eugenic measures similar to those now in effect in Oregon.

Dr. J. N. Smith, superintendent of the state home for the feeble-minded, long has been an advocate of sterilization as a means of increasing mental standards and reducing crime.

Both Dr. Steiner and Dr. Smith have said repeatedly that much of the crime now rampant in different sections of the country is due to mental deficiency and disease. The cure, they said, is the application of a drastic eugenics law, including authority for sterilization without the consent of the person submitting to the operation.

CONSUMPTION HAS BEEN CURED.

A REMEDY FOR CONSUMPTION HAS BEEN FOUND.



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FASCIST LABOUR EXPERIMENT.

APPEAL BY SIGNOR MUSSOLINI.

A STIRRING MESSAGE.

In a stirring message to the blackshirts, Signor Mussolini announces that the approval by the Cabinet of the regulations for the application of the Fascist Labour Law marks the end of the "agnostic and incapable democratic-liberal State," whose place in Italy has been taken by the Fascist State.

For the first time in the history of the world (says the "Duce"), a constructive revolution has succeeded in bringing together in a pacific manner, in the field of labour and production, all the economic and intellectual forces of the nation, directing them towards a common end. For the first time, a powerful system of 15 great associations is created; they are all placed on an equal footing and each of them is duly recognized and guaranteed in its legitimate interests by the sovereign State. Through this law the working classes have been raised by the Fascist State to a plane on which they may conscientiously work out their own destiny. The experiment is a decisive one, (Signor Mussolini concludes), but Fascism faces it with the certainty of its ultimate success.

Of all measures adopted by the Fascist Government during the past years the Labour law is certainly one of the most momentous and hazardous. Confident as the Fascists are of the advantages which this law, embracing practically all problems of labour and production, may give to the nation, they realize the difficulties and the dangers of an experiment which, if unsuccessful, may shake the foundations on which the new State has been built.

Every Fascist newspaper is at pains now to exhort Fascists to remain disciplined and not to place unnecessary difficulties in the Government's way during the performance of its arduous task.

Meanwhile, the preparatory work towards establishing the new Ministry of Corporations is making progress, and the announcement of its formal composition is expected in a short time. This Ministry will differ considerably from the other Ministerial departments and representatives of the different corporations will be appointed as heads of its various branches. Signor Mussolini, who will take charge of this department, will be assisted by an Under-Secretary of State, and by a Secretary-General whose task will consist in co-ordinating the activities of the different corporations with a view to following a common policy.

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HONGKONG



WORLD TRADE.

PRINCE OF WALES ON MUTUAL HELP.

VALUE OF PARLIAMENTS.

The Prince of Wales was present at a dinner given by the Government in the Royal Gallery of the House of Lords in honour of the delegates attending the International Parliamentary Commercial Conference.

Mr. Churchill, Chancellor of the Exchequer, presided.

In addition to the toast of "The King" he proposed that of "The Queen," pointing out that it was the birthday of her Majesty.

The Prince of Wales, who was received with cheers, proposed "The Sovereigns of the Kingdoms and Presidents of the Republics Represented." He said:—

It is a great privilege this evening to be present at this banquet offered by his Majesty's Government to the delegates of the nations represented at the International Parliamentary Commercial Conference and to take my share in welcoming them to this country. The Conference is, as you know, based on the existence of Commercial Committees in the various Parliaments of the world, and on this occasion we are specially glad to greet so many distinguished visitors in the Palace of Westminster. The first Commercial Committee, to exist was formed in 1902 in the British House of Commons, numbering to-day some 230 members—the largest Committee in the House of Commons. (Cheers.) The present Conference is the twelfth of a series which began just before the war in 1914. Four years later a meeting was held in London, when the delegates were welcomed on behalf of the Government by the late Premier Mr. Bonar Law. Since that date meetings have taken place in Paris, Rome, Brussels, and other European capitals, and at each session the useful work of the Conference has been extended by bringing under review the countless economic problems of international importance which have arisen as an aftermath of the Great War.

To-day these problems are still weighing heavily upon the whole world. Each nation has its own anxieties, some financial and some industrial, but your object will be to regard them, not from the political, but from the international point of view. Encouraged by united action, mutual confidence in commercial relations, and striving for the stability and prosperity of world commerce on which the welfare of so many millions depends. (Cheers.) Your chief discussions this year centre round the international aspect of the coal problem, international shipping, bankruptcy laws, agricultural credits, and other questions of equal importance, on two of which papers have been presented to you by Englishmen to-day. I sincerely hope that every success will attend your discussions and also that your visit to this country may enable you to gain first-hand knowledge of some of our present problems, a proper understanding of which cannot fail to be a valuable addition to your varied experience.

I am only here to say a few words in proposing the first toast of the evening. My friend, the Chancellor of the Exchequer, is to welcome you on behalf of the Government, and to-morrow you are to be received by his Majesty the King, but I could not lose this opportunity of associating myself with the inauguration of so important an event, and, in expressing once again the pleasure it has afforded me to meet so many distinguished visitors to this country, I ask you to rise and drink with me the health of the Sovereigns and Presidents of the nations represented at this Commercial Conference. (Cheers.)

£5,000,000 FOR CHARITY.

A MULTI-MILLIONAIRE'S PHILANTHROPY.

WOOLWORTH'S RIVAL.

Sebastian Kresge, the multi-millionaire rival of the Woolworth stores, added another link to the chain of the great American philanthropic organization, such as the Rockefeller Foundation, the Carnegie Endowment, and the Sage and Guggenheim philanthropies, by setting aside £5,000,000, or about 25 per cent. of his estimated fortune, for charitable and public welfare purposes. The first work of the Kresge Foundation will be a survey to determine the best channels of distribution in religious, educational, charitable, and welfare projects. The gift takes the form of half a million shares in Kresge Common stock, and these shares will be used as security for a bond issue in Wall Street of £2,000,000—a unique piece of financing by a philanthropic organization. The trustees, whose names have not yet been announced, will have full discretion in the administration of the fund, once Mr. Kresge has approved the plan of campaign. Mr. Kresge opened the first 5c. and 10c. store in Detroit with a capital of £1,600 in 1897, and his company now has more than 300 stores scattered over the United States. Last year the stock had the distinction of being the highest-priced active issue traded on the New York Stock Exchange. Like many other American millionaires, Mr. Kresge, after making ample provision for his family, decided to give away a large part of his fortune during his lifetime. He has been unusually generous to his business associates, and there are many men whose fortunes have grown with the business until they are now rated as "Kresge millionaires."

INDIAN YARN MARKET REPORT.

Reporting on the Indian Yarn Market, Messrs. Polihwall and Kotwall, cotton and yarn brokers, under date of June 21st, state:—

Since our last report good demand has sprung up during the interval, owing to cheap rates, and a fairly good business has passed specially in 10's yarn. These sales were mostly confined to a few favourite chops suitable for Yunnan and other adjacent consuming centres.

Bombay latest reports indicate low rates with a weaker tendency. Total sales, 3,800 bales; unsold stock, 5,600 bales; bargains in Chinese hands, 4,800 bales.

No. 10:—Assur Veejee, \$152; Beria, \$146; Bradbury, \$150; Connaught, \$145; David, \$152; Dawn, \$150; Mayer Sassoon, \$150; Phoenix (cow ticket) R., \$101; Phoenix (vase ticket) M., \$155; Priendancy, \$144; Sun Mill, \$150.

No. 12:—China, \$157; Connaught, \$155; Dawn, \$170; Fazalbhoy, \$175; Finlay, \$172; Moon, \$171; Pubancy, various chops, \$175.

Shanghai:—Reports show a moderate inquiry with a healthier tone.

Japanese Yarn:—Although present prices are considered very cheap, only a limited business has been done in this yarn at following rates:—The following are the quotations for spot yarn: Nagasaki No. 20, \$107; Nagasaki No. 10, \$162; Three Horses No. 10, \$160; Three Horses No. 20, \$105; Yellow Lion No. 20, \$103; Satsu No. 10, \$104; Satsu No. 20, \$108; Bule Fish No. 12, \$105; Bule Fish No. 20, \$104.

Raw Cotton:—No Stock. Quotations: Behn, \$47 to \$51 per picul; Chinese \$50 to \$56 per picul.

SAIGON RICE MARKET.

The report of the Compagnie de Commerce et de Navigation d'Extreme-Orient, dated June 15th states:—

Our rice market remains firm and is ruled by the prices of paddy, supply of which is still very poor for the season.

Some business has been concluded with Manila and Cuba but without any influence on the general tone of our market which is dull.

Some important business in broken rice has taken place with Europe, and prices have been raised up to high rates.

The total amount of rice exported from January 1st to May 31st, 1926, is 692,350,917 tons against 792,712,630 in 1925.

We quote to-day white Saigon rice No. 1 25% broken round rain:—Hongkong \$7.40, per picul of 134 lbs. f.o.b. Saigon; \$20.14, per cwt. f.o.b. Saigon; yen 8.90, per picul of 134 lbs. f.o.b. Saigon.

White Saigon rice No. 2 sifted Japan quality:—Hongkong \$6.90, per picul of 134 lbs. f.o.b. Saigon; \$20.12, per cwt. f.o.b. Saigon; yen 8.40, per picul of 134 lbs. f.o.b. Saigon.

For June/July shipment.

HONGKONG STOCK EXCHANGE.

CLOSING QUOTATIONS.

June 22nd, 1926.	
Hongkong Bank	\$1.125 buy.
Do. London	\$1.131 nom.
Chartered Bank	\$2.20 nom.
Mercantile Bank & A. & B.	\$2.20 nom.
Do. U.	\$2.154 nom.
P. & O. Bank	\$2.20 nom.
East Asia Bank	\$3.30 nom.
Canton Insurance	\$4.40 buy.
China Underwriters	\$1.90 nom.
North China Insurance	\$1.145 nom.
Union Insurance	\$3.75 buy.
Yantai Insurance	\$3.75 buy.
China Fire Insurance	\$3.75 buy.
Hongkong Fire Insurance	\$3.75 buy.
Donghai	\$2.44 nom.
H.K. & M. Steamboats	\$2.44 buy.
Hongkong Tugs	\$2.44 nom.
Indo-China (Ind.)	\$2.44 nom.
Do. (Del.)	\$2.44 nom.
Shell Transport	\$2.44 nom.
Star Line	\$2.44 buy.
Waterboats	\$1.10 nom.
China Sugars	\$2.44 buy, & sa.
Malayan Sugars	\$2.44 buy.
Kailan Mining Ad.	\$1.10 nom.
Langkai (combined)	\$1.10 nom.
Do. (single)	\$1.10 buy.
Shanghai Explorations	\$1.10 nom.
Shanghai Loans	\$1.10 nom.
Rauhe	\$1.10 nom.
Tromoh Mines	\$1.10 nom.
Ural Caspian	\$1.10 nom.
H.K. & W. White	\$1.10 buy.
H.K. & W. White	\$1.10 buy.
New Engineering	\$1.10 buy, 6 sol.
Shanghai Dock	\$1.10 buy.
H.K. & S. Hotels	\$1.10 buy, 11/11 sa.
Hongkong Lands	\$1.10 buy, & sa.
Hongkong Realty	\$1.10 buy.
H.K. Territorials	\$1.10 nom.
H.K. Developments	\$1.10 ota. st.
Hampshire Estates	\$1.10 buy.
Prince's Buildings	\$1.10 nom.
Island Land	\$1.10 nom.
Ever Cotton	\$1.10, 9.60 sol.
Oriental	\$1.10, 2.80 nom.
Shanghai Cottons (old)	\$1.10, 53 nom.
Do. (new)	\$1.10, 23 nom.
China Buses	\$1.10, 10 buy.
Hongkong Tramways	\$1.10, 25 buy, 24/25 sa.
Peak Tram (old)	\$1.10 buy.
Do. (new)	\$1.10, 67.00 buy.
Singapore Tractions	\$1.10, 12/ sol.
Taxis	\$1.10, 11 sol.
Amusement	\$1.10, 71 sol.
Cement (combined)	\$1.10 sol.
Do. (old)	\$1.10, 33 nom.
Do. (new)	\$1.10, 33 nom.
China Lights (combined)	\$1.10, 22 sa.
Do. (old)	\$1.10, 16 buy.
Do. (new)	\$1.10, 12 buy.
China Provident	\$1.10, 50 buy.
Constructions	\$1.10, 24 buy.
Dairy Farm	\$1.10, 24 buy.
Der A. Wing	\$1.10, 24 buy.
Electric Electric	\$1.10, 70 sa.
Macao Electric	\$1.10, 40 sol.
H.K. Bops (combined)	\$1.10, 30 sol.
Do. (old)	\$1.10, 10 sol.
Do. (new)	\$1.10, 30 sol.
Lane Crawford	\$1.10, 29 nom.
Macintosh	\$1.10, 11 nom.
Sincere	\$1.10, 11 nom.
United Asbestos	\$1.10, 11 buy.
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buy—byrons; sol.—sellers; sa.—sales nom.—nominal.	

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[A.P.B.]

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Our London Letter.

VOLUNTEERS DURING THE STRIKE.

[FROM OUR OWN CORRESPONDENT.]

LONDON, May 22nd.

It is wonderful to recall how men and women of all classes outside the ranks of the Trade Unions rallied to the support of the Government as soon as the Trades Union Congress launched their revolutionary attack on the country. The undergraduates of Oxford and Cambridge volunteered for national service to a man. They did splendid work, chiefly at the London Docks and also on the railways. At the Docks they unloaded food ships and got food out of the warehouses on the Thames. It was terribly hard work, but they proved capable of doing in one day as much as the professional docker ever does in two.

Short was also well represented in the ranks of the volunteers in strike time. Practically every old boys' Rugby club joined the Special Constabulary as a distinct unit. Most of them followed the example of the Harlequins' Football Club, who, headed by Mr. Wakefield, the England captain, formed a special corps of the Flying Squad attached to Scotland Yard. The Flying Squad operates anywhere there is urgent need for service, and travels on fast motor cars.

These old footballers established a canteen of their own in Scotland Yard where everything was sold at cut rates, and tea and coffee were served by their wives and sisters. Mrs. Wakefield undertook something more strenuous than canteen work, and drove a motor for as long as sixteen hours a day while the strike lasted, while her husband already mentioned—speedily promoted sergeant—was in charge of special constables who patrolled the rough, slum areas round the Elephant and Castle and Poplar Town Hall.

STUDENTS TO THE FORE.

I think it is worth noting in connection with the General Strike as something essentially English in character that the students of the country without any exception threw themselves in the mass on the side of the Government. I have already mentioned the undergraduates at the Universities; and so it was all over the Kingdom. As a general rule students are not a very conservative class. One has an impression that in revolutions in Continental and South American countries they are usually to be found on the revolutionary side. There is also the case of China.

In this old country, however, the students were all for the State and the established order of things which it was the wicked design of the "Reds" of the Trade Unions to overthrow. Perhaps if the struggle had been in respect of an ordinary trade dispute their opinion would have been divided. But like everyone else they perceived that a General Strike was a different matter altogether; and hence one found students, not only from Oxford and Cambridge, but also from the newer Universities, taking a very active part in maintaining the essential services of the country.

The London medical students were likewise valiant workers for their native land and its liberties. St. Thomas's men made their presence felt in the dock districts of the East End; while the young men of Barts' and Guy's and other hospitals drove omnibuses, collected fares, did duty as railway porters, and learned many other things which may one day be useful to them in their professional lives.

STATION STAFFED BY M.P.'S

Westminster Station on the Underground Railway was staffed during the strike by Conservative M.P.s, and it is stated that the work was done with great efficiency. Lord Huntingfield, who sits in Parliament for the Eye Division of Suffolk, was the stationmaster, the Marquis of Lichfield, M.P., for Newark, Nottingham, was the foreman porter, while Sir Victor Warrender, M.P., for Grantham, and Major Ruggles Brise, M.P., for the Maldon Division of Essex, acted as ticket collectors and porters. The station was one of the cleanest and tidiest on the Underground system.

One day a remarkable number of tickets was sold, and the explanation was to be sought in the fact that a rumour went round the House of Commons that Lord Huntingfield was wearing a peaked stationmaster's hat and plus fours suit, and half the Members (Continued on next column.)

BILLIARDS.

PALACE HOTEL HANDICAP.

Last night's match resulted in a win for W. Fish (ows 180) over G. Blain (scr.) after a close finish by 21 points, the final score being 260-229 in favour of Fish.

The winner made the following breaks: 15, 10, 20, 33, 23, 17, 18 and 25, and Blain 22 and 15.

At 9 to-night, F. E. Silva (ows 200) will play J. W. Anderson (scr.).

"CHINA LIGHTS" DEFEAT H.K. ELECTRIC.

Another contest in the series of sport competitions between the Hongkong Electric Company and the China Light and Power Company was decided at the Craigengower C.C. Billiards Room on Monday evening.

Games of 125 up were played between six each side. The China Light and Power Company players secured full points, and were only beaten at two tables.

The scores were as under:—

CHINA LIGHT.	H.K. ELECTRIC.
Taylor.....125	Gahagan.....87
Mitchell.....118	Thompson.....125
Hamblyn.....125	Alison.....74
Smith.....125	Munkett.....107
Miles.....125	Vickers.....80
Forrest.....80	Foster.....125
Total.....704	Total.....598

The China Light now lead by eight points to two. A lawn bowls match, it is understood, will be the next test.

DOCKYARD v. R.A.S.C.

The Dockyard Young Men's Club (at the Y.M.C.A.) defeated the R.A.S.C. at billiards and snooker on Saturday night.

At billiards, teams were five-a-side, each game of half an hour, resulting:—

D.Y.M.C.	R.A.S.C.
B. Jones.....85	McIntyre.....51
C. Pile.....52	Nichols.....28
C. Hanwell.....84	Thorpe.....43
T. M. Pile.....175	Marshall.....50
T. M. Pile.....155	McIntyre.....49
Total.....554	Total.....230

The snooker ended in a win for the Dockyard by 24 to 29.

GOLF.

ROYAL HONGKONG GOLF CLUB.

BOGEY POOL.

There were nine entries for the Bogey Pool Competition played on the Fanning New Course from June 10th to 21st. The winner was A. E. Wood, 1 up.

of Parliament gladly paid 3d, to get into the station to see him in this incongruous attire. They were disappointed, however, his only badge of office being a red armband. He wore an ordinary soft felt hat with his golfing suit.

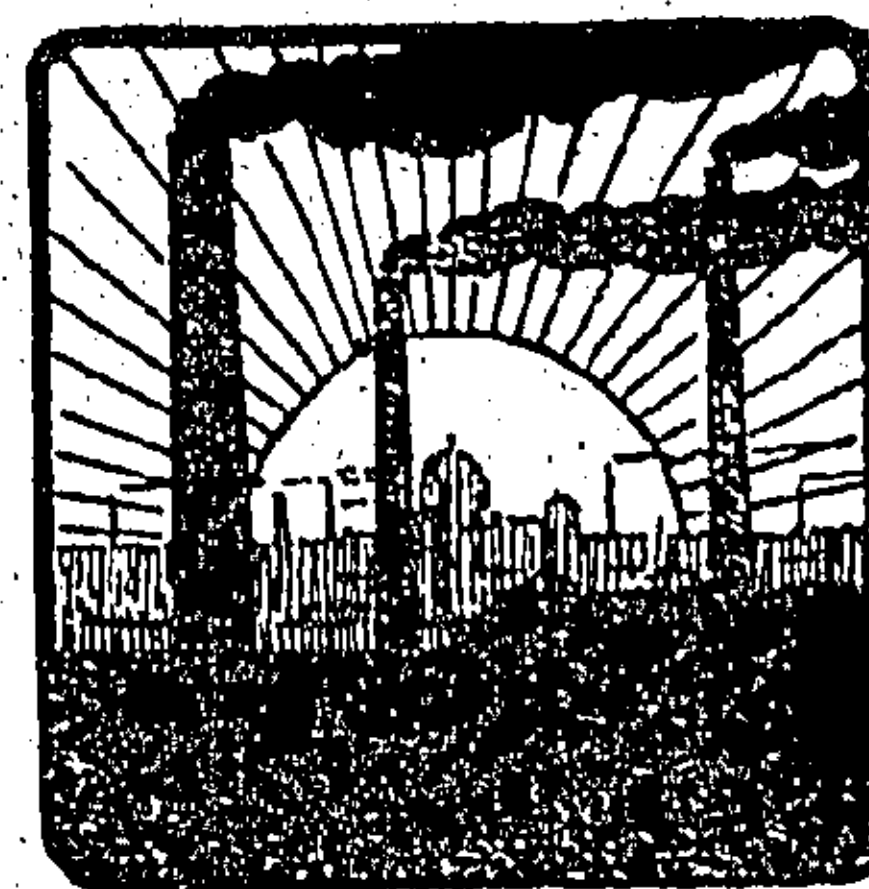
SETTLING DOWN.

What seems worthy of special comment after the stern ordeal the country has passed through is the evident desire of the average working man to get back to his job. Trade Unionists in general never wanted the General Strike; they were never asked beforehand to ballot on the question of a stoppage as provided by the rules of the Unions, and the majority of them are very sore about the way they have been misled and misrepresented by the extremists who forced the hands of the moderate men. There is every reason to believe that if the T.U.C., had not called the strike off when they did they would have found themselves in the position of commanding officers without an army. The men would have gone back to work in spite of them, and thousands had begun to do so.

That is one point to be emphasised as showing that the rank and file of the Trade Unions are sane, level-headed persons with an ingrained dislike of extreme measures. There is the further point that will not be forgotten. By precipitating a General Strike the Trade Unions broke their agreements with employers everywhere that due notice must be given before men are directed to stop work. The action of the Unions was, therefore, illegal in the accepted interpretation of the word by the Courts. They were liable under the existing law to be sued for loss and damages by employers. This point was stated with calm precision by Sir John Simon in the House of Commons. In a case heard during the strike before Mr. Justice Astbury it was confirmed by a judgment delivered from the Bench.

The Unions having been proved to be in the wrong at law, it has made the position of employers easy when it came to the question of reinstating strikers. The employers have been able to impose their own terms. The strikers were told they would all go back when the struggle was over; but the experience is that in the agreements now made employers are only taking men back "as and when required." The strikers unemployed now have to thank their leaders for their unfortunate predicament.—H.B.

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A LADY'S DEATH.

SINGULAR WISHES AS TO THE FUNERAL.

UNION JACK AROUND COFFIN.

With a soldier's letter clamped in her hand and her coffin bound in a Union Jack, Florence Lady Garvagh, widow of the third baron, was buried last month at Cranford, Middlesex. In accordance with her wishes, the ceremony was quite private. The mourners were Lord Garvagh (son), Lady Garvagh, the late Lady Garvagh's maid (Miss Leyton), her lawyer, and a representative of the Florence Lady Garvagh Lodge of the Royal Antediluvian Order of Buffaloes, which meets at Worting, Basingstoke.

On her return from the funeral Miss Leyton told a Press representative that her late mistress had always impressed upon her that she did not wish people to attend her funeral, and that she (Miss Leyton) was not to announce her death until after the funeral. Lady Garvagh had a great dislike for funerals, which she regarded as extremely depressing, and was anxious that her friends should not undergo the ordeal of attending hers. It was in deference to her wishes in this respect that her death was not announced to her many friends until after the interment. Among her other wishes, which were faithfully carried out, were that the blinds of the family house in Ormeau-square, W., should not be drawn; even during the funeral; that the Union Jack should be bound round her coffin; that no flowers should be sent for the funeral; and that she should be buried with her hand clasping a much-treasured letter written to her during the war by a soldier serving in the British Army in Belgium. This letter was one of thanks from the soldier for an article written by Lady Garvagh for a London newspaper in praise of the British Army in the trenches.

Miss Leyton added that before she died Lady Garvagh handed to her the Union Jack, which she desired to be bound round the coffin.

WARNING TO TRAVELLERS.

ROBBERY FROM PARIS EXPRESS.

An affair which, happening as it did on the eve of the holiday season, may serve as a timely warning to travellers, has been reported to the police by Madame Elisa Jesiorzynsky, who has been robbed in the Paris-Vintimille express of a case containing jewellery worth 1,000,000 and 15,000 in bank notes. A few minutes before the train was due to leave Madame Jesiorzynsky placed her handbag on a seat in the sleeping compartment she had reserved, and then went into the corridor of the train to bid farewell to friends. The train was already steaming out when she returned to discover that her bag had vanished, but she could do nothing until the first halt was made at Laroche, about half-way between Paris and Dijon. Here she alighted, and returned by the first available train to Paris, after reporting her loss to the railway police. When the train reached Dijon a ticket inspector saw two men attempting to leave it surreptitiously in order to board an express bound for Paris. He found that their tickets were valid only so far as Laroche, and as they were unable to produce any satisfactory papers of identity they were arrested on suspicion of having stolen the missing handbag. Subsequently, however, the bag, which had been forced open and emptied of all its valuable contents, was found hidden in a lavatory at the Gare de Lyon. It is clear, therefore, that the theft was committed before the train left Paris, and while the owner of the bag was talking to her friends, only a few yards away. The missing jewellery includes a pearl necklace, several diamond brooches, and diamond and platinum rings.

PREHISTORIC PALESTINE.

RELICS OF 3,000 B.C.

Professor Bado, Director of the Expedition, organised by the Pacific School of Religion, which is excavating the site of Tel el Nasbeh, six miles north of Jerusalem, which is supposed to be the Mizpah of the Old Testament, has discovered some very interesting remains of the old fortifications of the town, and also interesting objects representing various epochs from the year 3,000 B.C. to the time of the Jewish Monarchy.

THE KNIGHTS OF THE ROUND TABLE CLUB.

ENTERTAIN PRINCE CHICHIBU.

The Knights of the Round Table Club gave a banquet at the Savoy Hotel, London, in honour of Prince Chichibu, son of the Emperor of Japan. Sir A. Trevor Dawson, Knight President, occupied the seat of King Arthur, and supporting him, in addition to his Imperial Highness, were the Japanese Ambassador (Baron K. Matsui), Baron Gonsuki Hayashi, and a company of about 250. Among the toasts was one to the "Undying Name and Fame of Arthur, King of Britain," submitted by Mr. Albert C. R. Carter, King Arthur's Champion.

In proposing the toast of the Prince's health, the Knight President said that his Imperial Highness was the representative not only of a great and ancient dynasty, but of a nation which was allied to our own by the strongest ties of mutual esteem. (Cheers.) The Knight President invested the Prince with the badge of the club, the oath being administered by Mr. John Hassall, the Minister of the Interior.

Prince Chichibu acknowledged the toast in excellent English.

Mr. Justice McCardie gave the toast of "His Majesty's Government." The Knights of the Round Table, he said, wore no badge of party or symbol of creed, but they had three watchwords, these being kindness, chivalry, and hospitality. If there were more international dinners, such as that function was, there would be fewer international disputes.

Sir Philip Sassoon (Under-Secretary of State for Air), who replied, said that no considerations of their political future would prevent the Government from doing all that was humanly possible to guide the country safely through the difficulties which might lie ahead of it. (Cheers.) If the might and glory of this Empire was ever brought down, it would not be by the power of external enemies, but through the disunion and dissensions amongst our own people. "Our Obedient Guests," was submitted by Sir John Ferguson, and acknowledged by the Japanese Ambassador, by Vice-Admiral Sir Alfred E. M. Chatfield (Third Sea Lord), and Mr. Butler Aspinall (Leader of the Admiralty Staff). The chairman's toast was given by Mr. A. M. Sullivan.

BANKNOTE FORGERIES.

PRINCE AND POLICE CHIEF INVOLVED.

PENAL SERVITUDE.

Prince Louis Windisch-Graetz and the ex-Police Chief Nadoszy were found guilty (as briefly announced at the time by Reuters) in connection with the forgery of French banknotes, and each was sentenced to four years' penal servitude and three years' deprivation of civil rights. Others of the accused were sentenced to short terms of imprisonment.

Prince Louis Windisch-Graetz and Nadoszy were each in addition fined 10,000,000 Hungarian crowns. Hajts and Kurz, officials of the Cartographic Institute at Budapest, where the notes were manufactured, were each sentenced to one year's imprisonment, and Geroo, another official of the institute, to two years in a penitentiary. Nadoszy's private secretary Raba was also sentenced to a year's imprisonment. Szertsey and Baross were acquitted. Other workers at the Cartographic Institute received nominal sentences of from two to four months, but were immediately released.

The forgery of large quantities of 1,000-franc French notes in Budapest came to light at the beginning of last year, and owing to suggestions that it was a plot or the part of a reactionary group in Hungary to upset French credit and provide funds for restoring the monarchy in Hungary, a tremendous political sensation was caused.

PROHIBITION IN THE U.S.

The Republican party in Pennsylvania has nominated Mr. William Vare as candidate for a seat in the United States Senate on the platform of a modification of the Volstead Act, which introduced Prohibition.

PICKETS WANT TO RETIRE.

NO DESIRE TO JOIN NORTHERN EXPEDITION.
FORMATION OF LABOUR CORPS SUGGESTED.

[FROM OUR OWN CORRESPONDENT.]

Many of the strike pickets who are maintaining the boycott of British goods in Canton are thinking of resigning because of the desire of the Kuomintang to transfer some of them to the reserve forces in connection with the proposed Northern expedition.

It is said that the Kuomintang is endeavouring to bring all the pickets ultimately into its fold.

All manner of suggestions are being made regarding the best way of employing them and one idea, apart from including them in the Army reserve, is to organise them into a Labour Corps for the development of the Port of Whampoa. This, it will be remembered, was a project that the strikers themselves recommended some time ago.

Money stringency is becoming daily more acute. No one in the Kuomintang service now receives more than 40 per cent. of his salary in cash; the remainder is paid in treasury notes and war bonds. The latest announcement is that an extra ten per cent. will be levied by the Kuomintang on every person fined by the Authorities either in the administrative or judicial departments. It is difficult to know what this means unless it is that every unfortunate individual who is fined for some misdemeanour has his fine automatically increased by ten per cent. for the benefit of the public exchequer.

Last week-end the Canton police arrested three suspects on charges of espionage. A CANTON DELEGATE.

Mr. Chan Kung Pok, one of the three delegates appointed to confer with the Hongkong delegates relative to a settlement of the boycott, is reported to have resigned the numerous positions he holds in Canton. It is stated that he desires to go to Shanghai for a needed rest. Mr. Chan transferred his charge of the department of political instruction in the Kuomintang Army to one of the subordinates of General Chiang Kai Shek on June 18th. He is, however, attending the Bureau of Labour and Agriculture as usual as his resignation has not yet been sanctioned by the Kuomintang Executive.

THE KWANGTUNG UNIVERSITY.
The Kwangtung University will in September next be named the Chung Yee University in honour of the late Dr. Yee Sen. The Kung Yee Medical College, which, until a year ago, was managed by a board of trustees with the co-operation of British and American physicians, has since been merged with the Kwangtung University. Certain reorganisation is now anticipated in connection with it and it is stated that it will be placed under German management.

There seems to become doubt whether the University will be able to resume its sessions in September. The members of the different faculties object to the payment of half their salaries in war bonds and treasury notes and already arrears due on salaries amount to nearly \$130,000.

Mr. Tai Tien Tsao, a Chinese graduate of a Tokyo university, as already stated, has been elected President of the University but it is understood he will not accept the position unless Mr. Hu Han Min is able to resume active interest in Canton affairs.

WEATHER REPORT.

Last night's weather report, forecast and remarks by the Royal Observatory said:—

An anti-cyclone is central over Japan. A depression is shown on the S.E. coast of China N. of sharp peak; it is probably moving eastward.

Local forecast: S.W. winds moderate, overcast, showery.

MOTOR-CYCLE FATALITY SEQUEL.

MR. SQUIRE AND MR. WESTERN IN COURT.

RECKLESS DRIVING ALLEGED.

POLICE PROCEED ON MINOR CHARGE.

The charge of manslaughter, arising out of the incident in which a Chinese was killed near the Tramway Shelter at Causeway Bay, on the evening of Saturday, April 17th, having been dropped, Mr. S. J. Squire, of the Hongkong Electric Company, who ran into the man while riding his motor-cycle, appeared before Mr. R. E. Lindsell at the Central Magistracy yesterday afternoon in consequence of the alternative and minor charge of reckless driving brought by the police, and which was mentioned at the time of the hearing of the manslaughter charge.

Mr. D. E. Western, the other motorcyclist, also an employee of the Hongkong Electric Company, was summoned for reckless driving at Causeway Bay on the same evening. (It will be remembered that when the manslaughter charge was heard, Mr. Western was stated to have been riding another motor-cycle, with a pillion passenger on the back, along the Causeway Bay Road with Mr. Squire prior to the accident at the Tramway Shelter.)

C.S.P.'S DECISION.

Mr. T. H. King (Director of Criminal Intelligence) at the outset of the case said: In asking your Worship to deal with these two summonses together, I am instructed by the Captain Superintendent of Police to submit to your Worship the police position. That is that the prosecution of this charge of reckless driving is not incompatible with the Attorney-General's decision to enter a *Nolle Prosequi* in the charge of manslaughter brought against Mr. Squire. The Captain Superintendent of Police has decided that the minor charge shall be proceeded with, although the major charge has been withdrawn.

Mr. Lindsell: Quite so, Mr. King. Mr. King: These are the circumstances under which this case is now proceeded with.

The cases were then proceeded with, being taken together.

Inspector Alexander (Traffic Department) conducted the prosecution. The defendants were not represented.

THE EVIDENCE.

Although not so many witnesses were called by the prosecution as in the manslaughter case, the evidence tendered was the same as on that occasion.

The Chinese constable on point duty at the junction of the Causeway Bay, and Caroline Roads and Yee Wo Street, spoke as to seeing two motor-cycles approaching the Causeway Bay Terminus from the direction of Whitfield. One cyclist, he said, turned into Caroline Road, and the other machine, ridden by defendant, crossed the tram-lines and ran into the tramway shelter. Mr. Squire was extricated from beneath his machine by witness and two Europeans and taken to the French Hospital, and the Chinese who was injured by the motor-cycle (subsequently dying in the Government Civil Hospital the same night) was also taken there.

In reply to a question, witness said the motor-cycles were travelling at a fast speed.

Two taxi drivers, who were near the Tramway Shelter at the time of the accident, described what happened.

A DRIVER'S ADMISION.

Asked to estimate the speed Mr. Squire was riding, one driver put it as being "very fast" and the other that "he was travelling at 30 miles an hour." This estimate he obtained, he said, by reason of the swiftness with which the motor-cycle passed him.

Mr. Lindsell: Have you ever driven a car at that speed yourself?

The taxi driver: I have been fined three times for driving people at a reckless speed, but my speed has never been as great as that.

Sub-Inspector Field, of Bay View Police Station, who was passed by two motor-cycles on the Causeway Bay Road while on his way in a ricksha to Bay View Station shortly after nine o'clock on April 17th, said the machines were going at a terrific speed, which he estimated at 35-40 miles an hour. He looked behind and saw that the road was clear on their side, although there was a car approaching on the other side of the road.

(Continued at foot of next Column.)

TRAFFIC CASES.

DRUNK IN CHARGE OF A CAR.

WHAT THE ENGINEER HAD TO DO.

"The driver could not get the engine to start and I had to crank it like the devil," said a Chinese engineer in English to Mr. R. E. Lindsell, at the Central Magistracy yesterday, when he was charged with driving a car, while under the influence of drink.

Defendant had admitted to Sergeant Loughlin that he had taken a few glasses of beer.

Divisional-Inspector Grant said that defendant was an engineer, but regarding him he had not been able to get full particulars. He thought that defendant was not as yet sober.

Defendant was fined \$25.

SEQUEL TO MOTOR SMASH.

A sequel to an accident at North Point was heard before Major C. Willson, when a Chinese motor-driver was charged with negligent driving and using a private car for public hire. Amongst the witnesses were the injured passengers, who appeared with their heads still wrapped in bandages.

Sub-Inspector Alexander said that defendant accused a number of Chinese ladies and children coming out of the Sincere Company's shop and offered to drive them to their home in Shauiwan for \$2. At the scene of the accident, which was a controlled area, defendant was driving at the rate of about 10 miles an hour and, in attempting to avoid a lorry, the driver of which indicated that he was going to stop, the car crashed into the wall. The Inspector explained that a civil action for damages consequent on injuries received by the passengers might probably arise at a later date when the owner of the car was found.

Defendant was fined \$50 on the first charge and \$25 on the second.

KOWLOON CASES.

Before Mr. J. H. B. Nihill, at the Kowloon Magistracy, Mr. W. R. Greenhalgh, was fined \$5 for failing to produce his motor-cycle licence; Mr. C. H. Dodson and Mr. E. R. Price were fined \$2 and \$3, respectively, for causing an obstruction by leaving their motor-cycles unattended on the pavement in Nathan Road; Mr. E. A. Brodie was cautioned for driving on the wrong side of the road, and Miss E. Wong, who was stated to have driven along Chatham Road at 22 miles an hour, was fined \$10.

PORTUGUESE NATIVES AND RAND LABOUR.

The feeling is growing that the termination of the convention between Mozambique and the Union of South Africa in regard to native labour would be advantageous to Mozambique. The 10,000 natives annually employed in the Transvaal mines might be used, it is argued, for the prolongation of the railway from Mozambique to Serra Namuli and on irrigation works in the Limpopo Valley.

The Minister of Colonies has expressed satisfaction with the Ministerial declaration in the Union Parliament that the cessation of native immigration was under consideration. It is hoped that when General Hertzog, Mr. Tielman Ross, and Mr. Havenga visit France in the autumn to inaugurate the movement erected in memory of the South Africans killed in the battle of Delville Wood they will pass through Lisbon and talk over with the Portuguese Government matters of mutual interest.

In answer to a question, witness said that he formed the opinion that one motor-cycle, about ten yards behind the other, was trying to pass the leading machine.

Sergt. Rotzky, who was riding in another ricksha behind Inspector Field, and whose attention was directed to the speed of the motor-cycles by the Inspector, gave corroborative evidence.

On Mr. Lindsell stating that so far there was no evidence against Mr. Western and that it had not been proved that he had ridden his motor-cycle on the evening of April 17th, Inspector Alexander went into the witness box. He stated that on the occasion of the hearing of the manslaughter charge Mr. Western gave evidence for the defence and said that he was riding motor-cycle No. 640 on that evening in company with Mr. Squire.

This concluded the evidence for the prosecution, and the further hearing of the case was adjourned until Friday afternoon.

THE POLICE COURT.

ALLEGED MURDER AT ABERDEEN.

Before Mr. R. E. Lindsell, at the Central Magistracy yesterday, a Chinese bricklayer from Aberdeen was charged with the murder of his wife.

Inspector Reynolds, in applying for a formal remand, said that prisoner and his wife had a quarrel, and that prisoner had cut the woman's throat with a chisel. The case was remanded for a week.

ALLEGED COUNTERFEIT COINS.

Before Major C. Willson four Chinese, including a doctor and an accountant, were charged with possession of a large number of Chinese counterfeit twenty-cent pieces.

Mr. D. L. Strellett appeared for three of the defendants.

A Chinese accountant at the Cheung Kee money-changers, 114, Queen's Road Central, who was called to give expert evidence, said that the coins had been minted at Cheung Chow, near Swatow, when General Chan Kwing Ming had control of Canton. Such coins were brought by the soldiers, but no money-changer in Hongkong would accept them, nor were they at present used in Canton.

Replying to the Magistrate, witness said that the coins were not likely to deceive anyone for coins current in Canton.

Examined by Mr. Strellett, witness said that when Chan Kwing Ming controlled Canton, the coins were known in Hongkong, but they were not accepted. He refused to accept them because of their low percentage of silver.

Mr. Strellett submitted to the Magistrate that he could bring some old coins of the time of Napoleon, and although they would not be current, no one would say that they were counterfeit.

The case was remanded for a week, bail being allowed in the sum of \$100 each.

PROPERTY SALES.

At the China Auction Rooms yesterday afternoon, Mr. E. V. M. R. de Sousa sold, by order of the mortgagees, a leasehold property, situated at Cheung Sha Wan, Kowloon district, and known as New Kowloon Inland Lot No. 441, and containing four uncompleted buildings, these being at present built up to the third storey.

The property is held on a Crown Lease for the term of 75 years from July 1st, 1898, with an option of renewal for a further term of 24 years at a reassessed Crown rent. The annual Crown rent at present is \$20, and the area is 4,320 square feet.

The upset price was \$5,000, with bids of \$200 acceptable, and after some brisk bidding at this figure, the property was knocked down to Mr. Cheong King Shang for \$10,000.

LARGE PROPERTY SOLD.

At Messrs. Hughes & Hough's auction rooms on Monday afternoon the largest property sale of recent months took place, a big track abutting on Cox's and Austin Roads, Kowloon, and originally in the holding of the late Sir Paul Chater, was sold by order of the mortgagees.

There was a good attendance, and brisk bidding topped the reserve price put on the property, which consisted of the remaining portion of Kowloon Inland Lot No. 1297, held for a term of 75 years from June 1915, and having an area of 115,801 square feet at an annual Crown rent of \$531.50.

The upset price was \$150,000, with bids of \$1,000 acceptable. Bids of \$10,000 and \$5,000 soon raised the figure to \$190,000. After this bids of \$1,000 brought the price up to \$200,000. Eventually, the property was knocked down to Mr. Pong Cho Hung for \$201,000.

JOCKEY CLUB.

LIST FOR SUBSCRIPTION-GRIFFINS CLOSED.

PONIES FROM KALGAN.

List for subscription griffins for the Hongkong Jockey Club's 1925/7 season closed on Monday.

This year, there are applications for 45 ponies of this class. Last year there were 70, but only 42 were taken up, the remainder being cancelled when the crisis set in.

It is also intended that this year's batch will be purchased through Mr. F. A. Larson, of Kalgan, and not from Russian dealers in Shanghai, as last year.

The cost is expected to be about \$325 each pony landed here, as against over \$600 each in 1925.



A NEW CONSIGNMENT IN ALL SIZES OF THE ABOVE BLINDS JUST RECEIVED. THE INCREASING SALE OF THESE BLINDS BOTH FOR INSIDE AND OUTSIDE USE, PROVES THAT THEY ARE RAPIDLY OUSTING THE OLD FASHIONED AND UNTIDY BAMBOO BLINDS.

THEY SHUT OUT THE SUN BUT NOT THE AIR.

Call and See a Blind fixed up in our Furniture Dept.

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THE SINCERE CO., LTD.

NEW ADVERTISEMENTS.

NOTICE.

THE PUBLIC ARE HEREBY NOTIFIED that ICE HOUSE STREET at the junction of QUEEN'S ROAD CENTRAL is TEMPORARILY CLOSED to VEHICULAR TRAFFIC until further notice.

E. D. O. WOLFE,
Capt. Supdt. of Police.
Hongkong, 22nd June, 1926. [3707]

MR. JOHN MAITLAND PHILIPS, DECEASED.

ALL CLAIMS Against the Estate of the above-named Deceased must be Sent Forthwith to the MANAGER of THE ASIATIC PETROLEUM COMPANY (S.S.) LTD., Hongkong, Hongkong, 21st June, 1926. [3701]

LOST.

SHARE WARRANT (No. E. 899) with its 7 DIVIDEND COUPONS of THE CHEE HEEN CEMENT COMPANY, LTD. Was LOST at Peking, and Has Been Rendered Null and Void. The Public is hereby Advised Not to Negotiate the Same. NIEH CHIH HSUN. [3703]

BY ORDER OF THE MORTGAGEES.

PARTICULARS AND CONDITIONS OF SALE OF THE VALUABLE LEASEHOLD PROPERTIES

Situate at YAU MAI, KOWLOON, in the Colony of HONGKONG being Nos. 19, 14, 10, 18 and 20 HAMILTON STREET, YAU MAI, erected upon SECTION B of KOWLOON INLAND LOT No. 780 and Nos. 74, 70, 78, 84, 82 and 84, PORTLAND STREET, YAU MAI, erected upon the REMAINING PORTION of KOWLOON INLAND LOT No. 780.

To be Sold by PUBLIC AUCTION ON WEDNESDAY, THE 30th DAY OF JUNE, 1926, AT 3 O'CLOCK P.M., AT THE CHINA AUCTION ROOMS, DUNDRELL STREET, VICTORIA, HONGKONG, BY

MR. E. V. M. B. DE SOUZA, Auctioneer.

The Property consists of—

1.—All that Piece or Parcel of Ground situate at YAU MAI aforesaid and known and registered in the LAND OFFICE as SECTION B of KOWLOON INLAND LOT No. 780, together with the Five Messuages thereon known as Nos. 19, 14, 10, 18 and 20, HAMILTON STREET, YAU MAI.

2.—All that Piece or Parcel of Ground situate at YAU MAI aforesaid and known and registered in the LAND OFFICE as the REMAINING PORTION of KOWLOON INLAND LOT No. 780, together with the Six Messuages thereon known as Nos. 74, 70, 78, 84, 82 and 84, PORTLAND STREET, YAU MAI.

The Property is held for the Unexpired Residue of a Term of 75 years from the 1st day of January, 1898. Total Annual Crown Rent: \$20.76. Total Area: 9,001 Square feet.

For Further Particulars, Apply to—

Messrs. JOHNSON, STOKES & MASTER, Mortgagees Solicitors, OR TO MR. E. V. M. B. DE SOUZA, Auctioneer.

Hongkong, 21st June, 1926. [3703]

HONGKONG & KOWLOON PANTHEONIC CO.

43, DUNDRELL STREET.

MOVE ANYTHING TO ANYWHERE.

WE Undertake to REMOVE FURNITURE From Any Place To Any Other Place in the Colony.

Baggage placed on Board any Ship. Baggage taken Delivery from any Ship and Delivered to any Place in the Colony. Goods under Bills of Lading Loaded or Discharged. We guarantee against Breakages or Loss.

RING UP (CENTRAL 431 (Day), Kowloon 780 (Night). [3694]

MESSRS. KOMOR & KOMOR, ART & CURIO EXPERTS.

TEMPORARILY REMOVED TO

ST. GEORGE'S BUILDING, CHATER ROAD, 2ND FLOOR—LST.

All are Cordially Invited to View our FINE COLLECTION. [39]

ON SALE.

HONGKONG HANSHARD REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1925.

Revised by Members.

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INTIMATIONS.

SAFE DEPOSIT VAULTS.

THE BANQUE DE L'INDOCHINE beg to inform All Interested in SAFE DEPOSIT that they have actually in their New Building, 3, QUEEN'S ROAD, SAFE DEPOSIT BOXES at the Yearly Rate of \$3 for the Small Size and \$12 for the Large Size. Please Apply to The CASHIER. [3473]

TWO LET—KING EDWARD HOTEL BUILDING.

For Particulars, Apply to the CHINA LAND & INVESTMENT CO. LTD., BANK OF CANTON BUILDING. [3673]

PREMISES TO LET in the DAIRY FARM BUILDING, PENNINGTON STREET, East Point, Floor Area: 5,835 Sq. Ft., Height: 20.40 Ft. Make Excellent Godown. For further particulars apply to the SECRETARY, THE DAIRY FARM, ICE & COOL STORAGE CO., LTD. [3356]

WANTED to Purchase PEAK HOUSE near Summit. For Disposal No. 8, PEAK, No. 8, GLENFALL. Several HOUSES Wanted for October, November Tenancies. Mortgages Negotiated. TEL. 4630. HONGKONG SMALL INVESTORS, SHARE & REAL ESTATE CO.

FOR RENT to Careful Tenants. The "ANCHORAGE," 9, MAGAZINE GAP ROAD, near MAY ROAD Station. Detached, Verandahs all round. Delightful Location, Splendid Views Completely and Beautifully Furnished, Warming and Cooling Room, Hot Water, Bath, etc. Five Well Fitted Modern Bathrooms, Flush System and Bath also in Spacious Servants' Quarters, Laundry with Three Tiled Washing Tanks, Drying Rooms, Two Telephones, Garden. Rental: \$350 per month. HONGKONG SMALL INVESTORS, SHARE & REAL ESTATE CO. TEL. 4630.

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The Daily Press.

HONGKONG, JUNE 23rd, 1926.

MINORITY RULE.

EUROPEAN States appear to be developing themselves into two political types. France, England, Germany, and the Scandinavian lands still adhere to Parliamentary Government as a reality, but in the cordon of States bordering on this North Western corner of the Continent a new Caesarism is rising; democracy is passing through a political cycle to tyranny. The Latin and Slav countries are reverting to type.

The change is less than it seems, for in Spain and Greece our Parliamentary institutions, though superficially planted, never really took root, and in Italy the Secret Societies have always played a sinister part in party politics. Then again, Russia and Poland exchanged the despotism of the Czars for their heavier military despotisms of to-day with only the very briefest interlude of popular government. Outside Europe there is no practising Democracy except in the English speaking countries, though there is plenty of lip service to the ideals of Democracy. In South America personal factions and not political principles provide the lines of cleavage. The politician of those parts would find it easier to understand the feud of the Oxfordites and the Lloyd Georgeites than the relations of the Prime Minister

and His Majesty's Leader of the Opposition. In China there are no principles at stake that can be discerned by the Western eye. It is merely a struggle for the goose that lays the golden egg, in which the factions or parties break up and reform on purely personal considerations with the bewildering rapidity of the kaleidoscope. The party which finally triumphs will certainly stand for something besides itself, but just as certainly it will not be representative of the Chinese in any political sense. Where the vast bulk of the people are either unwilling or unable to take part in political discussion, and really ask nothing but to be allowed to pursue their economic activities with the minimum of disturbance, there minority rule is inevitable. Not even the Australian expedient of compulsory voting can prevent it.

The advantages of such governments are obvious and not to be denied, even if they are all treading By-Path Meadows to the castle of Giant Despair. Under Mussolini Italy appears to be making a complete economic recovery, for Fascismo is said to mean work for everyone, and someone to see that the work is done. Superfluous Government officials have been discharged, and the remainder made to work faster and longer at the really necessary activities. We cannot show any such drastic use of the pruning knife on our swollen public services in England. In Italy there are no strikes and no lock-outs. Disputes are taken to arbitration, and in the meantime the parties carry on as before. The Chamber passes the laws; it is told to pass, and passes them without that elaborate and time-wasting procedure which is such a characteristic nuisance in all English speaking Chambers. Industry had been paralysed by the action of the syndicalists who seized the factories, and could not run them or sell their products when they could make them. Now Italian industry is improving in efficiency every day, and with it the economic condition of the Italian workman. All this makes one inclined to forget that castor oil and the bludgeon are the chief means of persuasion, and that public criticism of the existing régime by the Press results in suppression of the offending paper, and the most brutal physical assaults on the staff.

England, however, will never see a MUSSOLINI, or a LENIN either. The political institutions which other nations are now putting off like a strange coat, were made by us, and for us, and the failure of others to operate them is no argument against their soundness. Undoubtedly our Parliamentary machinery is cumbersome, and generally choked with excess of work which might usefully be devoted on officials or subordinate bodies. But foreign nations envy us the ease and quickness with which we secure the verdict of the country one way or another in a short General Election. In fact, if a majority wants a revolution the easiest and quickest way is to have a General Election for the purpose. It would all be over in three weeks, and not a shot fired. There is no doubt, therefore, that we shall stick to our old plan of Majority rule and counting heads instead of breaking them. We are not good at the more dramatic type of action, political or otherwise. Imagine the leader of the British Fascists, who ever he may be, saying like MUSSOLINI "If I advance, follow me! If I die, avenge me! If I retreat, kill me." Some son of toll would invite him to "Come off it," and off it the General would have to come.

The truth is that as a nation we are too old for that sort of thing. We can use Minority Government in the Crown Colonies though it must be admitted that even there we seldom reap the full advantages of efficiency which the system should and could give. But in England itself every public man feels paralysed unless he thinks he has the country with him, and the heroics and bullying of a MUSSOLINI or a LENIN would call forth peals or ribald laughter at the hero and swift retribution for the bully.

ANOTHER VIEW OF MUSSOLINI.

(CONTINUED.)

Give a boy an air-gun or a toy sword, and sure enough he will start trouble. This theory also applies to a nation. A huge military machine cannot remain idle, or it will collapse. Now, therefore, eight years after the dream of Prussian conquest was destroyed another menace confronts Europe.

MUSSOLINI, the Blackshirt leader of the Italian people, is brandishing the sword, and looking round for worlds to conquer. At frequent intervals Reuter supplies us with a bombastic outburst from the fiery Italian Premier, who seeks to emulate the deeds and conquests of a Caesar and to restore to Rome her ancient splendour and power.

In what direction are his eyes set? That is the question that many European and American newspapers are attempting to solve. Abyssinia is mentioned by some writers, while others are of the opinion that the Fascist Chief contemplates an alliance with Greece against the Turks. As regards Abyssinia, Great Britain and France will have a say in the matter, for, with Italy, they hold all the territory surrounding this independent State. Abyssinia, with an area twice the size of Germany and with its resources still untapped, is a plum which any envious Caesar, filled with the fire of conquest, would delight in acquiring, but the difficulties in the way are many.

Regarding the suggested Turkish venture, the debate at Smyrna in the Turco Greek War of 1922 will long be remembered by the Greeks, and motives of revenge may induce them to welcome an alliance with Italy, but before MUSSOLINI takes the fatal plunge he would be well advised to remember the fate that befell WILLIAM of Hohenzollern in the last European war. Conquest in this modern age of alliances and treaties is not to be rushed upon with the madness—and blindness—of an infuriated bull. The great fear is that MUSSOLINI in endeavouring to play the rôle of the conquering hero may kindle a flame that will take a great deal of quenching.

The wireless telegraph service between Hongkong and Canton has been resumed.

The assistant manager of the Po Lee shop has reported the theft of \$4,317 in money from a safe. No marks of the safe having been tampered with could be found.

Yesterday was the anniversary of the Coronation of His Majesty King George V., and to-day is the 32nd anniversary of the birthday of H.R.H. the Prince of Wales, who was born on June 23rd, 1894.

Mr. J. H. Taggart, the managing director of the Hongkong and Shanghai Hotels, Ltd., though he has recently been slightly indisposed, will leave to-morrow, as arranged, by the *Empress of Asia*, on five months' holiday.

As a student living at Shanghai House, Kennedy Town, was riding a bicycle along Leighton Hill Road, he collided with a taxi, with the result that the student received several slight injuries. The taxi did not stop.

The case, in which a Chinese servant girl is being charged with the theft of jewellery from a friend's house in Yau Ma Tei, was further adjourned at the Kowloon Magistracy yesterday. Mr. Somerset Fitzroy represented the defendant.

The management of Whiteaway, Laidlaw and Company's Singapore branch has passed over to Mr. T. N. Castle, who was recently with the Calcutta branch. A saloon for ladies requirements, under the supervision of Mrs. Castle, has been installed on the first floor of the establishment.

The dead body of a male Chinese was recovered from the harbour near the Praya, opposite the Harbour Office, yesterday afternoon. The body was in a somewhat decomposed state, and had evidently been in the water some time. The body was taken by Police launch to the mortuary.

Detective Sergeant Carey and a party of Chinese detectives carried out a raid at Shek-ko, on Monday night, on a Po Piu lottery establishment, where they seized extensive printing plant, cases of type and other equipment used in connection with the preparation of Po Piu lottery matter. Ten arrests were also made.

During a search of the lower coal bunker on board the s.s. *Benedict* on Saturday, Revenue Officer Lanigan found concealed seven iron drums and two kerosene tins containing 137 revolvers, 30 Luger pistols, three Mauser pistols with stocks and 15,138 rounds of ammunition. On application at the Kowloon Magistracy yesterday morning, Mr. J. H. B. Nihill made an order for the confiscation of the arms and ammunition.

MILITARISM'S CURSE.

WARLORDS FLOODING CHINA WITH PAPER DOLLARS.

PETITION URGES REMEDIAL MEASURES.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, June 22nd.

One of the worst features of militarism in recent months has been the flooding of the country with millions of paper dollars by the militarists in various provinces.

The notes are often worth about a quarter of the face value, but the soldiers are frequently paid with them, and, therefore, they force merchants and shopkeepers to accept them on their face value, thus causing untold hardship, notably in the provinces of Chihli and Shantung.

It is reported from Peking that numerous shops have gone bankrupt and the poorer classes are suffering most severely. The Chamber of Commerce yesterday petitioned Marshals Chang Tao Lin and Wu Pei Fu, Dr. Yen and the Shantung Governor, General Chang Tsung Chang, who is the worst offender, urging remedial measures.

PEKING PREMIERSHIP.

PEKING, June 22nd.

Dr. W. W. Yen has resigned the Premiership, and Admiral Tu Hsi Kuei has been appointed *pro tem*.

THE LATE MRS. F. L. C. BULLOCK.

LARGE BEQUEST TO LADY SEVERN.

The late Mrs. Florence Louisa Elizabeth Bullock, of Woodhwa, Norham Road, Oxford, the mother of Lady Severn, who died on July 19th, 1925, left estate in England, valued at £46,831. Her estate in Hongkong was worth \$43,000. The will has just been sealed at the Supreme Court here, on the application of Mr. W. E. L. Shenton, the lawfully appointed attorney.

She appointed her daughter, Lady Severn, and Mr. G. H. M. Barker, solicitor, of Buckingham, as her executors and trustees.

She bequeathed £20 each to several of her nephews and nieces, and £20 to her gardener. The residue of her estate she divided between her daughter, Lady Severn, and her son, Mr. Guy Henry Bullock. She also shared between them her personal effects, jewellery and furniture.

FORMER HONGKONG RESIDENT RETIRES.

MR. W. A. SIMS, J.P., SINGAPORE.

Another old resident of the Far East retired from Singapore on June 11th, states the *Singapore Free Press*, in referring to the departure for Australia en route for Home of Mr. W. S. Sims, J.P.

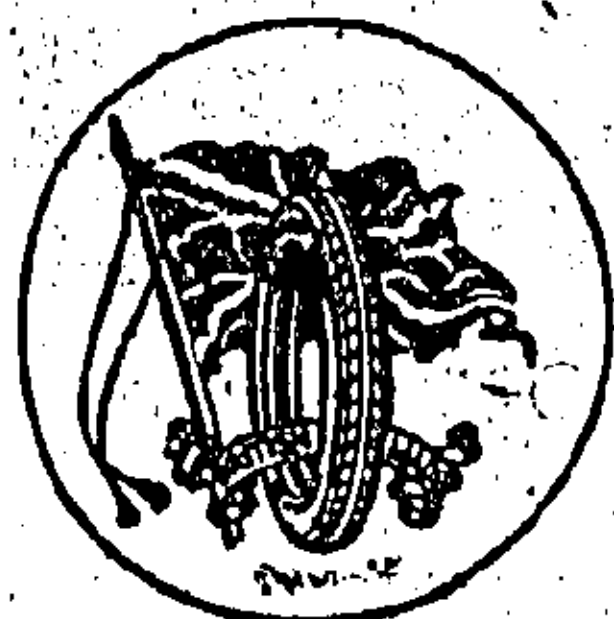
Mr. Sims has just passed the age of fifty-one, and has spent twenty-six years out East, at first in Hongkong, and latterly in Singapore, where he has been manager of the Commercial Union Insurance Company. Mr. Sims also did underwriting. He has taken a large part in the life of the City, served a useful term as Municipal Commissioner, is a justice of the peace, and a prominent freemason. Mr. Sims has been president of the Tanglin Club, and the various Church organisations will miss him, as he was a leading spirit in the foundation of St. Andrew's Hospital, which he generously supported.

KOWLOON'S EARTHQUAKE.

SAID TO HAVE BEEN OF "CONSIDERABLE FORCE."

NO LOCAL RECORD.

According to several Kowloon residents an earthquake shock of considerable force was felt on the peninsula in the early hours of yesterday morning. It is emphatically stated to have been particularly noticed by residents at the European Y.M.C.A., and although only one shock was felt, it appears to have been pronounced. The Royal Observatory recorded no local shock, but a slight shock originating some thousands of miles away was registered, and this may possibly have been felt in Kowloon.



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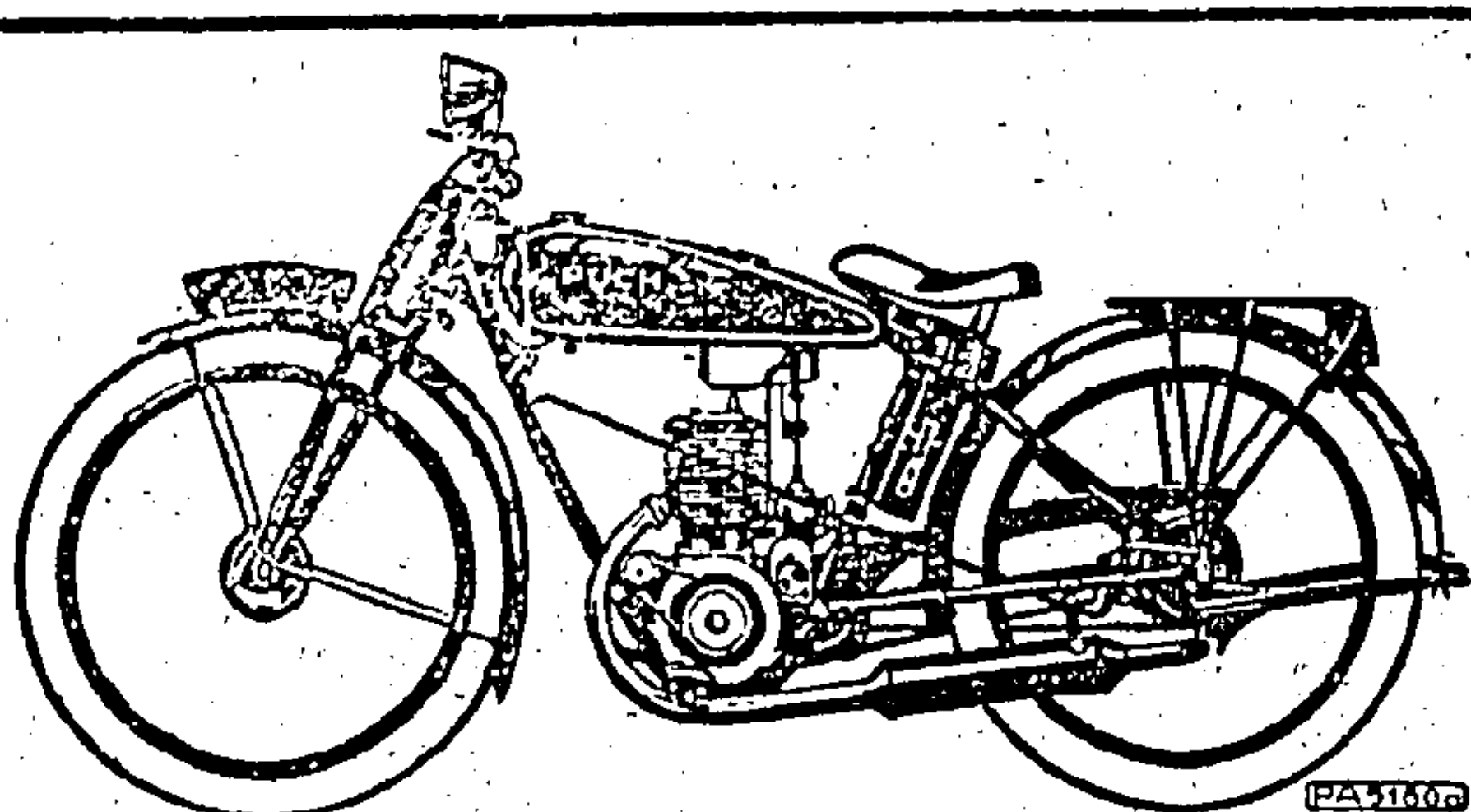
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They are made at Fort Dunlop, Birmingham,
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[A.P.R.]



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3 H.P. MOTOR CYCLE ... \$350.00

STOCK AND SPARE PARTS ON HAND.

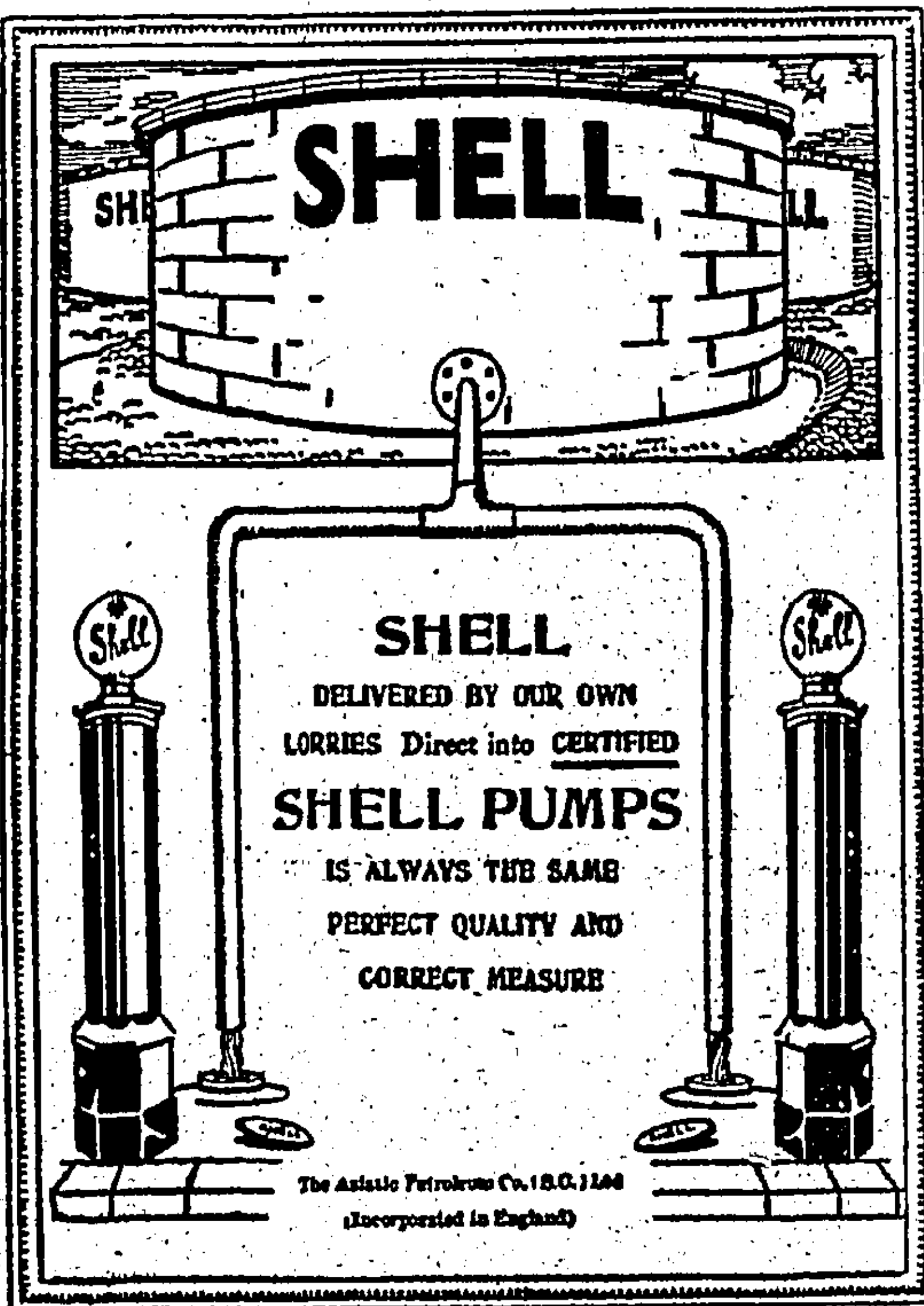
EASY TERMS CAN BE ARRANGED.

LEYSECO CHINA CO., LTD.

PHONE: C. 1221.

4th FLOOR, BANK OF CHINA BUILDING,
6, DES VOEUX ROAD CENTRAL.

[A.P.R.]



Motoring Notes:

A Weekly

Review dealing with matters of interest to
all local motorists.—Tyres and Temperature—The
Metric System.

[BY AN OWNER-DRIVER.]

Many motorists have vague, or perhaps unsound, ideas about the effect of temperature on tyre pressure. It may be as well to explain exactly what happens when a tyre gets hot.

It should be first of all stated that a good tyre will stand a much higher inflation pressure than is stipulated for use. Thus the Dunlop makers say that their tyres can be inflated to more than ten times the pressure needed for satisfactory wear. That is to say, you can pump up a tyre which is meant to run at 40 lbs. per square inch tyre pressure until the pressure is 400 lbs. per square inch and the tyre will not burst at that extreme pressure.

THE HOT SUN.

In no circumstances can the tyre be heated to such a temperature as to cause the pressure of air in the tube to rise to anything like 400 lbs. per square inch.

If we assume that when pumped up to 40 lbs. per square inch the air temperature is about 60°F. and that, at midday, the air temperature reaches twice that figure, say 120°F. then, even if the air inside the tyre reaches the temperature of 120°F. the original pressure of 40 lbs. per square inch will rise to about 44 lbs. per square inch.

It is difficult to explain in simple language why this is, but it can be said, at once, that the pressure does not vary directly as the thermometer temperature varies, but in accordance with the variation of what is called the absolute temperature.

We Anglo-Saxons usually refer to Fahrenheit thermometers although on the Continent the far more sensible centigrade scale is used.

In the Fahrenheit scale 32 is the figure at which water freezes into ice and 212 is the figure at which water boils into steam. In both cases ordinary atmospheric pressure is assumed; pressure makes a considerable difference to these figures.

Now on the centigrade scale water freezes into ice at a figure on the thermometer which is 0 and water boils into steam at 100 degrees centigrade. There are, therefore, 100 scale divisions between the freezing and boiling points.

However, the conservative Anglo-Saxon will not use the metric system of weights and measures.

Napoleon, in his grand manner, made the system compulsory in France. It has been a great boon and blessing to that country. Instead of having 12 inches to the foot and 12 pennies to the shilling, etc., everything is multiplied or divided by 10. Think of the time saved.

DON'T WORRY.

On the authority of the Dunlop makers, supported by calculations, which appeal to any common sense person, there is no need to worry about the effect of sun on your tyres. There are a good many things about a motor-car that you must remember. For example, if you forget to fill up with petrol you may find yourself miles from anywhere on a rainy night with a car that no technical knowledge will set in motion. But don't worry about the effect of the sun on tyre pressures.

In fact if you do worry you will probably do just the wrong thing. You will reduce the pressure of the air in the tyre. Then you will get trouble.

The worst thing that can happen is for a tyre to run at a pressure lower than that recommended by the makers. If you don't know the proper pressure for your tyre it is as well to find out. The Dunlop people appear to recommend 40 pounds pressure to the square inch as a figure, but make sure by communicating with the firm or their agents that supply tyres.

A personal tribute must be paid by one owner-driver to this firm for their unvarying courtesy.

A HOT TYRE.

Curiously enough an unduly hot tyre often means that the pressure is too low and not too high. When the pressure is much less than that which the makers recommend the tyre is compelled to bend over to an excessive degree. It is this excessive bending over that causes the tyre to heat up.

Moreover, a low pressure in a tyre has another effect which is very bad for the life of the tyre.

It fatigues the material of which the tyre is made, to a marked extent. There is a danger that, with the very best tyres that are marketed, the fatigue caused by low pressure may cause a tyre burst.

Many people reduce what they think is the excessive pressure in a tyre in a hot day and thus run into the very danger that they are trying to avoid. Always keep your tyres at the pressure recommended by the makers if you want to get a good mileage for the life of your tyres.

If you have any doubt about the pressure keep on the high side.

Pumps for tyres usually have a pressure gauge fitted, but it is not always certain that the gauge is accurate. Most garages have small motor-driven pumps and a storage tank with compressed air. You can check your gauge against one in a garage if you are in any doubt.

USE OF BRAKES.

The beginner not infrequently leaves the hand-brake rubbing and wonders why the engine is not pulling so well as on other occasions.

A good driver uses his brakes less often than a beginner. It is all very well to "speed up" and then stop suddenly, but the tyre bill mounts up if you do that sort of thing.

As to what is a fair mileage to expect under local conditions, that is a matter for argument.

It depends on the size of the tyre, upon the weight of the car and also upon—very much upon—the way in which the car is handled.

An owner-driver recently informed some of us that, on a big two-seater American car, a mileage of 10,000 miles in Hongkong was registered with one set of tyres. It is a figure that many of us envy. It pays to get a good make of tyre.

A GREAT ADVENTURE.

As evidence of what balloon tyres will stand the following record is of interest:—

Recently Mr. Frank Gray, the former M.P. for Oxford, crossed the African Continent from Lagos to Khartoum.

He sent a cable in which he stated that both cars had been driven into Khartoum. They had covered more than 3,000 miles through a trackless country. Despite the sand, rock, bush and camel thorn, the cars were forced through all impediments.

Only one tyre was destroyed. He explained that the Dunlop people fitted not only balloon tyres but the now well-known "well-base" patented rim.

When we remember the early days and the tyre troubles that then seemed to be inseparable from motoring, we must indeed congratulate the big tyre companies upon the great progress that has been made.

It is almost true to say that in this Colony tyres can be worn right down to the canvas. The roads are generally so good that punctures are rare. Also the tyres that are marketed are of good material. Buy good tyres and save yourself trouble in the end.

THE CAR AND THE BEACHES.

It is the motor-car that has made the bathing beaches so accessible. The appeal for suggestions as to how the facilities for bathing may be improved is, therefore, one that demands the earnest attention of every motorist in Hongkong.

At present the beaches patronised by motorists are, practically, four only. In the course of time there will be many others. One direction for investigation is the problem of making other beaches more accessible for cars.

Repulse Bay, Stanley, Island Bay (at Shek O) and Castle Peak are the centres of aquatic recreation where cars may be seen, especially on Sundays.

REPULSE BAY.

Some admirable suggestions for the improvement of this place have already been made in the columns of this journal. A careful inspection of the beach during the recent week-end, and an animated discussion with some disappointed members of the Automobile Association, inspired the following observations which it is hoped may be useful to those who will, it is certain, formulate a programme for improvement.

The great grievance is that matcheds are not available for everyone who wants them.

The pioneers say that they have acquired what they call "squatter's rights." They say that they put up the first matcheds on the beach and why should they give them up to those late arrivals who showed no initiative in the earlier days?

THE "HONGS."

That is plausible enough, but there is the other side of the argument also.

Many motorists were not living here in those days. It is notorious that the European population of Hongkong is one that is always on the move. Many of the "hongs" keep their employees here for a period of about three years and then move them on to Shanghai or Tientsin or some other coast port.

It might be suggested, respectfully, to the "hongs" that they should erect matcheds in the name of "hong" so that the young men who are late arrivals may be provided for.

It must be remembered that the Government built the road down to the beach. That made it much more accessible. In the end the Government regulates our bathing arrangements.

It is often stated that the always enterprising executive of the Repulse Bay

Hotel some years ago put up a scheme for consideration by the Government which they believed would meet with the approval of the public.

It is hoped that the full details of the scheme will be made public in due course. It might even be of advantage to those who are formulating suggestions if the scheme were published now.

Rightly or wrongly that "lying jade rumour" states that the Hotel scheme involves the removal of the "picturesque" matcheds.

A PERMANENT STRUCTURE.

There can be no doubt that the matcheds is about the most suitable form of structure for a beach changing room. It is ever so much cooler than a wooden hut. "Drink the wine of the country" is a proverb that is worth remembering. Generations of Chinese have developed the idea of the matcheds. It is a type of structure very suited to tropical conditions.

It is also picturesque in appearance. We do not want to make Repulse Bay like Margate.

On the other hand, the fact remains that there are not enough matcheds to go round.

The small bathing tents which can be hired are better than nothing but they could be improved upon if there were enough space. Here is a suggestion to help in the solution of this problem of providing for the motorist who has no matcheds.

At the Deep Water Bay end of the beach there is a rather uninviting stretch of shore where there are no matcheds.

Surely a permanent structure, with deep, low verandahs in front could be built there.

LOW VERANDAHS.

Many people would willingly pay a dollar a head for the use of a bathing club house on that site. There is ample room to put up a building that would accommodate several hundred people.

The changing rooms could be placed at the back. There should be ample provision of cold water for showers, and proper sanitary arrangements.

All along the front would be a most capacious verandah—it must be low and deep in this climate—and "boys" would bring to the tired bathers the refreshing tea and (possibly) other forms of liquid refreshment.

The motorist who has used the New Club House at Shek O will understand the ideal arrangements that are provided there.

It is only a matter of foresight. The architects who designed that Shek O Club House deserve great praise.

The Repulse Bay Bathing Club House should be designed on the same general lines. There should be some attempt to make it beautiful—or at any rate not ugly—in appearance.

ISLAND BAY.

It is said that no matcheds will be allowed on Island Bay. One adventurous motorist recently took his fairly heavy car out on to the sands. But it was not long before he realised that it was much easier to get it out on to the sands than it was to get it back on to the road.

When he started up the engine the wheels spun round and dug the car deeper in.

Villagers came to the rescue. There must have been more than a dozen men at work as we left the disconsolate motorist to his fate. We felt rather mean, but we had done our best to help him, and we had a dinner "date" with a rather exacting hostess.

We suggested that he should use planks and in the end he saw that he must try that method.

When, as is inevitable, Island Bay becomes crowded, some relief may be gained. The Shek O Club executive could easily supply bathing facilities much nearer to the Club House. For quite a small cost a pathway and a tiny pier—just a spring board affair—could be used to make accessible a pool below the Club House.

CASTLE PEAK.

The Kowloon folk are grasping the advantages of owning a car. It is amazing that anyone in Kowloon should purchase a gramophone before the car is bought! By all means have both car and gramophone, but certainly the first necessity of life in Kowloon is a car.

On Sunday last there were many cars at Castle Peak. There are all sorts of sheds out there and, fortunately, there is still plenty of room. There are several other beaches between Kowloon and Castle Peak.

Matcheds are to be seen below that picturesque place now known as "Ormeau bungalow." The motorists in Kowloon will never have to complain that they cannot use the bathing beaches.

STANLEY BEACHES.

It is urged that the road to Stanley should be made wider and re-surfaced.

There is any amount of land available for building there. It does seem a pity that the place is not developed.

In conclusion it may be said that all motorists in Hongkong and Kowloon will be grateful to the committee dealing with the bathing beaches if they will persuade the Government to make it easier for them and their children to have the full benefit of the beaches.

Has the Committee of the local Automobile Association discussed this problem? A recommendation from such an authority would be most valuable.

WHAT NEXT?

In the year 1893, so it is said, the first recorded sale of an automobile took place in the United States.

Four years later (1903) some enterprising individual brought the first motor-car into China. It was a steam propelled locomobile.

These facts are stated in the current issue of *The Asiatic Motor* which devotes considerable space to an article on the growth of bus transportation in China. It records the fact that there are now about one hundred and thirty cars on the road that connects Kalgan and Urga.

That is an old caravan route. Machinery is faster than the camel and time is money even in the leisurely East. The price for a passenger is a minimum of \$50 but when first the service was opened it was \$250.

Touring cars are used. A few cars also traverse the four hundred miles from Urga to Chita.

The impossibilities of the Jules Verne of our boyhood days are now realities. It is certain that soon we shall be having motor tours across Asia.

Can we count upon doing the trip "home" by car? What a really delightful method of spending a holiday. It may not happen to us, but it will come in time.

Lucky is the generation that will be able to make such tours.

If only there were a broad highway from Canton to Yunnanfu! Here again we can say it will come—in time.

THE NEW WEIGHBRIDGE.

ALL CARS TO BE WEIGHED.

The installation of the new weighbridge in the compound of the Central Police Station will make a difference, at least financially, to many motorists in the Colony, for owners of either private cars, or public and commercial vehicles now have to get their vehicles weighed.

A notice has already been issued by the Hon. E. D. C. Wolfe (Captain-Superintendent of Police) calling upon all motor-vehicle owners to send their vehicles forthwith to be weighed as the licensing season commences on July 1st. Licenses have at the same time to be produced, and a slip giving the correct weight of each vehicle will be handed to the driver after the weighing has been done. The license fee will be calculated according to the weight registered (Traffic Regulation No. 5).

The Traffic Regulations state that private cars of 16 cwt. and under pay a yearly tax of \$10, those above 16 cwt. and under 30 cwt. \$24, and those exceeding 30 cwt. and not exceeding 60 cwt. \$48.

The tax payable on public and commercial motor vehicles, and omnibuses is also on a sliding scale and calculated according to weight.

A number of motor vehicles have been weighed at Police Headquarters during the last week, and while many have shown that their estimated weight was correct, a fair percentage have been proved to be heavier than was estimated. In some instances, where \$120 has been paid before, \$240 will have to be paid from now on. Some owners of lighter cars, who have been paying \$10 and \$24 will now have to pay \$24 and \$48.

Once all motor vehicles have been weighed and their correct weight ascertained they will not have to be put on the machine again. The weighbridge will then only be required for new motors.

It is estimated that the cost of the weighing machine (between \$5,000 and \$8,000) will be covered within a few weeks, and the Government should reap a much bigger profit from motor vehicles taxation this year than last.

Since writing the above a correspondent has suggested that it will hardly be necessary to have all individual cars weighed and pointing out the inconvenience to owners of bringing cars from the Kowloon side unless absolutely necessary. Upon enquiry from the Police it was stated that when the exact weights of all types of cars had been ascertained similar cars would be taxed accordingly. In such case it will not be necessary for an owner to have his car weighed unless he disagrees with the amount of tax levied.

SAFETY NOTICES.

Safety first notices in Chinese have now been posted all over the Colony. The notices are printed on red paper. Accidents have been increasing recently and it is hoped these notices will help to reduce the number.

CARS

SINGER

CARS

10/26 H.P.

BRITISH THROUGHOUT.

AGENTS:—

GILMAN & Co., Ltd.

4a, Des Voeux Road.

S.O.A.E.O.

DEALERS
AND
MANUFACTURERS
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Acetylene GasTHE FAR EAST OXYGEN AND
ACETYLENE CO., LTD.BEST REPAIRS!
LOWEST PRICES!APPLY OFFICE—20, DES VŒUX ROAD CENTRAL—2ND FLOOR
Telephone C. 244.

For Urgent Repairs—Kowloon 783.

Special Running Service in Our Workshops at Kowloon (To-Kwa-Wan) for
URGENT REPAIRS required during the NIGHT INCLUDING HOLIDAYS
A.P.B.

NOTICE TO CONSIGNEES.

ELLERMAN LINE.
FROM EUROPE.

THE Steamship "BLOEMFONTEIN"
having arrived, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra-hazardous Godowns of H.M.S. Wharf where Delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after 23rd June, 1926, will be subject to Rent.

All Claims against the Steamer must be presented to the Underwriter on or before 23rd July, 1926, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesday or Friday, within the hours of 10.45 a.m. and Noon, within the Free Storage period of One Week.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the General Agents.

THE BANK LINE, LTD.
General Agents.
Hongkong, 22nd June, 1926. [3705]

S.S. "ANDRE LEBON."

SERVICES CONTRACTUELS DES
MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from MAB. SEILLES, & Co., also Cargo, & Co., ex S.S. "MEINAM," in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence Delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless Intimation is received from the Consignees before 6 a.m., Today, requesting it to be landed here.

Bills of Lading will be countersigned by the Underwriter, Goods remaining undelivered after Monday, the 25th instant, at Noon, will be subject to Rent and Landing Charges.

All Claims must be sent in to me on or before Thursday, the 1st July, 1926, or they will not be recognized.

All damaged Packages will be examined on Monday, the 25th instant, at 10 a.m., by Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

J. LIMAGE,
Agent.
Hongkong, 22nd June, 1926. [3706]

S.S. "YALOU."

COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE.

CONSIGNEES of Cargo from DUNKERQUE, ANTERP, MIDDLESBROUGH, LONDON, & Co., in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence Delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless Intimation is received from the Consignees before 12 Noon, Today, requesting it to be landed here.

Bills of Lading will be countersigned by the Underwriter, Goods remaining undelivered after Monday, the 25th instant, at Noon, will be subject to Rent and Landing Charges.

All Claims must be sent in to me on or before Wednesday, the 30th June, 1926, or they will not be recognized.

All damaged Packages will be examined on Saturday, the 25th instant, at 10.00 a.m., by Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

J. LIMAGE,
Agent.
Hongkong, 20th June, 1926. [3699]

NOTICE TO CONSIGNEES.

AMERICAN & ORIENTAL LINE.
FROM NEW YORK.

THE Steamship "WEBBANK"
having arrived, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra-hazardous Godowns of The Hongkong and Kowloon Wharf and Godown Co., Ltd., whence Delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 25th June, 1926, will be subject to Rent.

All Claims against the Steamer must be presented to the Underwriter on or before 2nd July, 1926, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on 25th June, 1926, at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the General Agents.

THE BANK LINE, LTD.
General Agents.
Hongkong, 19th June, 1926. [3698]

NOTICE TO CONSIGNEE.

PENINSULAR & ORIENTAL STEAM
NAVIGATION CO.'S STEAMER
"ALPOBE."

ARRIVED HONGKONG ON 10TH JUNE, 1926.

FROM BOMBAY, COLOMBO AND
STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence Delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless Intimation is received from the Consignees before 6 a.m., Today, requesting it to be landed here.

Bills of Lading will be countersigned by the Underwriter, Goods remaining undelivered after Monday, the 25th instant, at Noon, will be subject to Rent and Landing Charges.

All Claims must be sent in to me on or before Thursday, the 1st July, 1926, or they will not be recognized.

All damaged Packages will be examined on Monday, the 25th instant, at 10 a.m., by Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

J. LIMAGE,
Agent.
Hongkong, 22nd June, 1926. [3706]

THE BEN LINE STEAMERS,
LIMITED.FROM MIDDLESBROUGH, ANTWERP, LON-
DON, STRAITS AND PHILIPPINES.

The Steamship "BENLED"

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence Delivery may be obtained immediately after landing.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th instant, will be subject to Rent.

All Claims against the Steamer must be presented to the Underwriter on or before 2nd July, 1926, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 25th instant, at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the General Agents.

GIBB, LIVINGSTON & CO., LTD.
Agents.
Hongkong, 18th June, 1926. [3693]

LONDON'S MAY SUNSHINE.

WARMEST DAY OF YEAR.

CRICKET STOPPED BY RAIN.

While London and the South of England generally revelled in the brilliant sunshine of the hottest day of this belated summer, other parts of the country were swept with thunderstorms and heavy rain. In the Midlands and North four first-class cricket matches had to be abandoned, says the *Daily Telegraph* of May 27th.

Although beautiful weather favoured the opening of the game between Yorkshire and Warwickshire at Edgbaston, a storm broke over the ground just before three o'clock. Cricket was resumed after a long wait, but further rain fell, there being less than three hours' play in the course of the day. At Northampton, where Northamptonshire were away, Derbyshire, the downpour was so heavy that the wicket was soon under water, and at twenty minutes to five play was abandoned. There were several interruptions in the match at Leicester, where Surrey made a good start against the home country, and there was no more play after five o'clock. Manchester fared even worse, for play in the match between Lancashire and Kent was not possible after the luncheon interval. Late in the day the weather turned very dull at Bristol, where the Australians are opposing the South of England, and a successful appeal was made against the light.

Violent thunderstorms were experienced in East and Mid-Cheshire also in the afternoon, and high winds did much damage to orchards. The thunder was very heavy, and the rain came down in torrents, flooding the roads and streets. Cricket, bowling, and other matches were stopped in many centres; and great inconvenience was caused to camping parties.

In London, however, 70deg. in the shade were registered at Kew, which passed the highest reading of the previous day by 3deg. Although the temperatures were slightly lower round the coast, the greater part of England was on May 26th basking in glorious sunshine, with thermometer readings well above the average for this week in the year, which is just over 63deg.

DEATH FROM HEAT.

Edward Thatcher, aged 48, of Islington, a newspaper seller and potman, was passing the Red Cow public house, opposite Smithfield Market, on May 26th, when he collapsed. A policeman went to his aid and he was taken to St. Bartholomew's Hospital, but he died in a few minutes. Death was attributed to the heat and a weak heart. Thatcher leaves a widow and family.

LECTURE AT HOUSE OF LORDS.

FIRST EVER HELD THERE.

The first lecture of the series on British-American history under the Watson Chair Foundation was given at the House of Lords last month. The lecturer was Dr. Robert McElroy, Professor of American History at Oxford University. The general subject for the course is "Some British-American Crises," and his first lecture was devoted to "Permanent Conditions which have influenced America in British-American Crises." Viscount Lee of Fareham presided. This was the first occasion upon which a lecture has been delivered within the precincts of the Houses of Parliament. Admission was free by ticket.

SHIPPING NOTES.

At the Marine Court yesterday, before Lieut.-Commander G. F. Hoie, R.N., three boat mistresses were charged with failing to exhibit regulation lights on their boats while under way. They all pleaded guilty. Two were fined \$10 each, with the alternative of two weeks' hard labour, and the other defendant was fined \$10, or ten days' hard labour in default.

The master of the s.s. *Tilawa* (British), from Calcutta and Singapore, reported to the Harbour Office yesterday that during the voyage to Hongkong two deaths occurred on board both victims being Chinese deck passengers.

The total number of deck passengers entered for the twenty-four hours ended at 9 a.m. yesterday was 289, of which the s.s. *Sui Yik* (Chinese) from Sha U Chung carried 100, and the s.s. *Sinking* (British) from Shanghai and Amoy 92.

The round-the-world tourist liner s.s. *Franconia* will not call at Hongkong (as she did last season) on her next trip of circumnavigating the globe. She leaves New York on January 12th, 1927, and travels southward via Kingston, going to Los Angeles and Honolulu via the Panama Canal. From Honolulu she begins her new route and touches at Samoa and Fiji on the way to New Zealand. Auckland, Wellington, Hobart are visited and then Australia is proceeded to, where Melbourne and Sydney will be centres of tours of inspection. From Sydney the liner steams for the Straits Settlements for Ceylon via British New Guinea and Java. From Colombo the trip is made to South Africa via Mombasa, Zanzibar and Portuguese East Africa. The *Franconia* is due back in New York again on June 2nd, and the trip will have occupied four and a half months, during which time some of the most interesting places of the world will have been seen. The tour will be conducted under the auspices of Messrs. Thos. Cook and Son.

VESSELS IN DOCK.

The following vessels are in Dock:—
Kowloon Dock:—*Passat*, *Turbo*,
Taikoo Dock:—*Seang See*, *Soochow*,
Akera, *Taishan*, *Anhui*.

QUEEN'S

TO-DAY Till SATURDAY.

LILLIAN GISH

IN

"ROMOLA"

WITH

DOROTHY GISH.

"ROMOLA" is founded on the novel by George Eliot dealing with the vibrant, pulsating life of the Italian Renaissance in Florence, when that city was in her golden age; the age of the splendid de Medicis and of the martyred reformer, SAVONAROLA.

"Romola" represents the art of the cinema in its highest form. We have not a single suggestion to make whereby the film might be improved in any way. It is a perfect product.

HARRIETTE UNDERHILL in *Herald-Tribune*.

We recommend "Romola" as one of the finest photoplays as regards direction, acting, photography, and story we have ever seen. The acting of Lillian Gish as Romola was exquisite, like a cameo come to life. Certainly it stamps her, without question, as the leading actress of the screen.

STEPHEN RATHBUN in *The Sun*.

An artistic triumph.

DOROTHY HERZOG in *The Daily Mirror*.

"Romola" for sheer beauty, is perfect, just about perfect. If you don't like Romola I'm ashamed of you. It is a beautiful example of what the screen needs.

THEATRE and DRAMA.

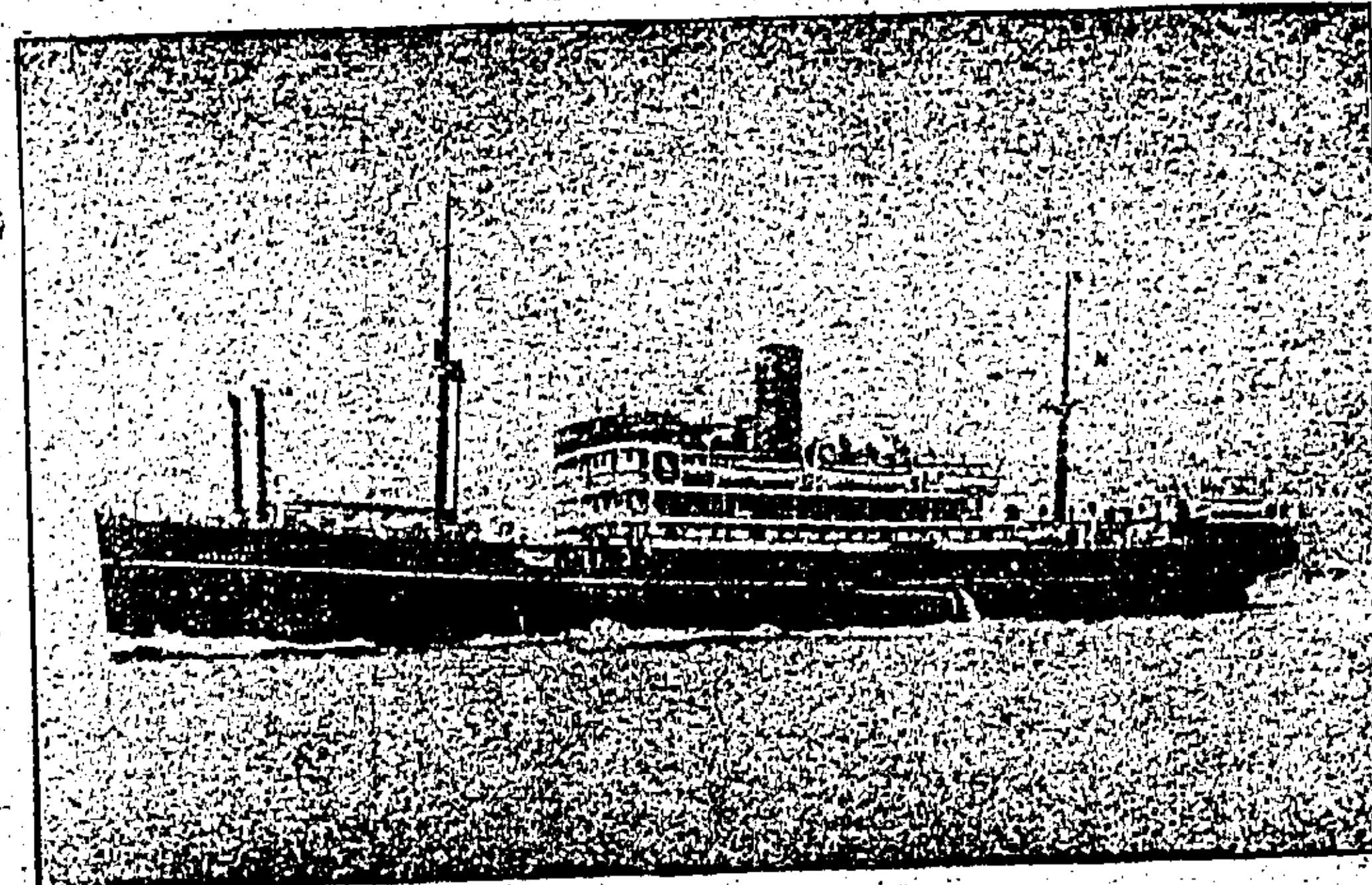
The settings are something to marvel at and no less impressive are the exteriors. At times the photography is of such excellence that it appears to have depth. There are views in the sun-shine and others tinted for moonlight which would awaken enthusiasm in the heart of any artist. An entrancing story.

MOURDAUNT HALL in *The Times*.

Times—2.30, 5 sharp, 7.15 & 9.30.

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R. M. DYER, B.Sc. M.I.N.A. KOWLOON DOCK, HONGKONG

PASSENGERS.

ARRIVALS.

Per M.M. s.s. *Angkor*, on June 22nd:—
For Hongkong: Mr. Hsu, Mr. Widdup,
Mr. Lavigne, Mr. Ulland, Mr. Zung
Ven.
Per M.M. s.s. *Andre Lebon*, on June
22nd:—For Hongkong: Mr. and Mrs.
R. Moore, Mr. G. Zobel, Mrs. Angela,
Mr. O. de Zobel, Mr. J. A. da Cruz, Mr.
L. Martin, Mr. M. Martins, Mr.
Augusto, Mr. Lourdes, Mr. D. Bartlett,
Mr. L. Muchi, Mr. and Mrs. Rose, Mr.
Duc, Mr. Mark, Miss P. M. Ramirez,
Mr. de Follin, Mr. A. Velasco.

DEPARTURES.
Per M.M. s.s. *Angkor* for Europe, on
June 22nd:—Mr. W. L. Barker, Mr.
Domec, Mr. A. C. Anglis, Mr. V.
Cafallo, Mr. A. D'Angelo, Miss J. Mas-
sacchi, Mr. F. J. Jorge, Mr. and Mrs.
Houli, Mr. F. J. Corp and Mrs.
H. I. Shoemaker, Mr. and Mrs. G. Paul, Mr.
E. Walker, Mr. T. D. Stevenson, Mr. P.
Nicolas, Mr. H. Le Roux, Mr. O.
Bourdon.

SUNRISE AND SUNSET IN
HONGKONG.

FOR JUNE, 1926.

(STANDARD TIME ON THE 120TH MERIDIAN,
EAST OF GREENWICH).

Date.	Sunrise.	Sunset.
June 23rd.....	5.40 a.m.	7.10 p.m.
" 24th.....	" 5.40 "	" 7.10 "
" 25th.....	" 5.40 "	" 7.11 "
" 26th.....	" 5.40 "	" 7.11 "
" 27th.....	" 5.41 "	" 7.11 "
" 28th.....	" 5.41 "	" 7.11 "
" 29th.....	" 5.41 "	" 7.11 "
" 30th.....	" 5.41 "	" 7.11 "

THE NEW YORKER REMEDY.

THERAPION NO. 1

THERAPION NO. 2

THERAPION NO. 3

THERAPION NO. 4

THERAPION NO. 5

THERAPION NO. 6

THERAPION NO. 7

THERAPION NO. 8

THERAPION NO. 9

THERAPION NO. 10

THERAPION NO. 11

THERAPION NO. 12

HONGKONG METEOROLOGICAL
REGISTER.

Hongkong Observatory, June 22nd.

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer	29.92	29.89	29.89
Temperature	84	81	80
Humidity	79	87	80
Wind Direction	SSW	S	SW
" Force	2	3	1
Weather	0	0	0
Rain	0.00	0.00	0.76

Highest open-air Temperature on 21st ... 84

Lowest open-air Temperature on 22nd ... 79

VESSELS EXPECTED.

Canton (Swedish East Asiatic Co., Ltd.),
due July 24th.
Empress of Canada (C.P.R.), due June
25th.
Kashmir (P. & O.), due June 25th.

SHIPPING NEWS.

ARRIVALS.

June 21st.

Chung Hing, Chinese str., 240 tons, Capt. Leung Sau Kong, from Kwang Chow Wan, lying at buoy No. C38.

Hong On & Co.

Royal Arrow, American str., 4,800 tons, Capt. S. W. Woods, from Sabine, lying at Lai Chi Kok—Standard Oil Co.

Sinkiang, British str., 1,810 tons, Capt. J. Richards, from Shanghai and Amoy, with a general cargo, lying at buoy No. B9—B. & S.

Sui Yik, Chinese str., 178 tons, Capt. Lo Shui, from Sha U Chung, with cattle, lying at Luen Cheong Wharf—Fook Hoi S.S. Co.

Toyama Maru, Japanese str., 4,395 tons, Capt. K. Egawa, from Kobe and Iloilo, lying at buoy No. A5—N.Y.K.

June 22nd.

Andre Lebon, French str., 7,330 tons, Capt. Gregory, from Marseilles and Saigon, the latter port she left on June 10th, with a general cargo, lying at buoy No. A3—Messageries Maritimes Co.

Angkor, French str., 3,700 tons, Capt. Jean Brun, from Shanghai, which port she left on June 10th, with a general cargo, lying at Kowloon Wharf—Messageries Maritimes Co.

Bluenfontein, British str., 2,901 tons, Capt. John Pollock, from Bremen and Singapore, the former port she left on April 17th and the latter on June 10th, with a general cargo, lying at Holt's Wharf—Bank Line.

Hong Sang, British str., 1,350 tons, Capt. Hodgson, from Bangkok, with a general cargo, lying at buoy No. C43—Jardine Matheson & Co.

Kiukiang, British str., 1,183 tons, Capt. W. Paterson, from Amoy, lying at buoy No. C15—B. & S.

New Mathilde, British str., 842 tons, Capt. A. W. Prichard, from Haiphong, with rice and general cargo, lying at buoy No. C42—Yik Tai S.S. Co.

Panama Maru, Japanese str., 2,550 tons, Capt. Shiochi Arai, from Moji, with a general cargo, lying at buoy No. A1—O.S.K.

Tak Hing, Chinese str., 103 tons, Capt. Lo Shan, from Nam Tau, with a cargo of vegetables, lying at Luen Cheong Wharf—Fook Hoi S.S. Co.

Tungu Maru, Japanese str., 4,239 tons, Capt. M. Matsuda, from Nagasaki, with a general cargo, lying at Kowloon Wharf—N.Y.K.

Tilava, British str., 6,153 tons, Capt. P. W. Rowe, from Singapore, which port she left on June 15th, with a general cargo, lying at Kowloon Wharf—Macgregor, Mackenzie & Co.

Yat Shing, British str., 1,421 tons, Capt. J. S. Masson, from Shanghai and Fookchow, with a general cargo, lying at West Point Wharf—Jardine, Matheson & Co.

CLEARANCES.

June 22nd.

Andre Lebon, for Shanghai.

Angkor, for Saigon.

Bandong Maru, for Moji.

Chipsing, for Weihaiwei.

Panama Maru, for Saigon.

Pou Sang, for Kwang Chow Wan.

Sinkiang, for Amoy.

Sui Yik, for Sha U Chung.

Sourabaya Maru, for Takao.

Tak Hing, for Haiphong.

Tathaynia, for Miki.

Tungu Maru, for Manila.

Turbo, for Tarakan.

West Cayote, for Manila.

Yei Jun Maru, for Taichang.

HONGKONG SHIPPING.

Yesterday's shipping statement showed that with three more vessels arriving than on the previous day there was an increase in the cargo carried of 10,292 tons, compared with the figures for the previous twenty-four hours. Hongkong cargo, however, showed a very small increase, having gone up by only 898 tons; while freight for ports beyond had risen by 9,324 tons. British vessels again carried a fair percentage of the cargo.

The number of vessels in the harbour at 9 a.m. yesterday was 59, of which 29 were British. The number of vessels to arrive during the previous twenty-four hours was thirteen, viz.—four British, one American, one Spanish, four Japanese and three Chinese. The departures over the same period came to fourteen, viz.—one French and one American for Shanghai, one Chinese for Haiphong, one French and one British for Kwang Chow Wan, two British for Singapore, one Japanese for Keelung, one British for Bangkok, one Chinese for Sha U Chung, one British for Sourabaya, one American for (Continued on next column).

CARGO ENTERED.

(During the 24 hours ended at 9 a.m. yesterday).

For Hongkong 3,633 tons.

For ports beyond 19,464 "

Total 23,097 "

(During the previous 24 hours ended at 9 a.m. on Monday).

For Hongkong 2,765 tons.

For ports beyond 10,140 "

Total 12,905 "

Of the cargo for Hongkong, British steamers carried 1,591 tons, and other vessels 2,042 tons. The highest amount of cargo for this port was carried by a Japanese steamer (1,000 tons). With regard to freight for ports beyond, two British steamers carried 6,107 tons, one having 6,070 tons. Of the 13,297 tons in ships under other flags, 5,647 tons and 4,013 tons were the highest entries.

The arrivals for the twenty-four hours ended at 9 a.m. yesterday were as under:—

Empress of Asia (British) from Manila with 54 tons of general cargo, mail and 67 tons for ports beyond;

Sinkiang (British) from Shanghai and Amoy with 800 tons of general cargo and mail;

Bluenfontein (British) from Bremen and Singapore with 367 tons of general cargo, mail and 6,070 tons for ports beyond;

Yat Shing (British) from Shanghai and Fookchow with 670 tons of general cargo and mail;

Royal Arrow (American) from Sabine and Karachi with a nil entry;

C. Lopez y Lopez (Spanish) from Coruna and Manila with 50 tons of general cargo, mail and 430 tons for ports beyond;

Sourabaya Maru (Japanese) from Sourabaya and Sandakan with 1,000 tons of rattan, firewood and maize, mail and 2,410 tons of similar cargo for ports beyond;

Panama Maru (Japanese) from Nagoya and Moji with 544 tons of copper ingots and general cargo, mail and 5,047 tons for ports beyond;

Toyama Maru (Japanese) from Kobe and Iloilo with a nil entry for Hongkong, mail and 4,045 tons for ports beyond;

Panama Maru (Japanese) from Osaka and Moji with 58 tons of safety matches, 73 tons of dried fish, 18 tons of cotton goods, 30 tons of sulphate of ammonia and 33 tons of general cargo, mail and 742 tons of safety matches and 1,317 tons of general cargo for ports beyond;

Chung Hing (Chinese) from Kwang Chow Wan with 180 tons of general cargo and mail;

Tak Hing (Chinese) from Nam Tau with 4 tons of vegetables and 5 piculs of fish;

Sui Yik (Chinese) from Sha U Chung with 13 piculs of fruits, etc.

Later arrivals yesterday, too late for inclusion in the above returns, were as under:—

Angkor (French) from Yokohama and Shanghai with 12 tons of general cargo, mail and 400 tons for ports beyond;

Andre Lebon (French) from Marseilles and Saigon with general cargo and mail;

New Mathilde (British) from Haiphong with 350 tons of rice and general cargo;

Tilava (British) from Calcutta and Singapore with 2,325 tons of general cargo, mail and 1,978 tons for ports beyond;

Hong Sang (British) from Bangkok with 1,034 tons of general cargo and mail;

Kiukiang (British) from Haiphong with a nil entry;

Tungu Maru (Japanese) from Yokohama and Nagasaki with 472 tons of general cargo, mail and 3,245 tons for ports beyond;

SHIPPING MOVEMENTS.

The P. & O. s.s. *Kashgar*, from Hongkong, arrived at London on June 21st at 6 a.m.

The N.D.L. s.s. *Franken*, from Europe, left Singapore on the 21st inst., and will arrive here on the 26th. She will sail for Shanghai and Japan on the same day.

The Ben Line s.s. *Benlawers*, from United Kingdom and Continental ports via Suez, is due to arrive at Hongkong on the 25th inst.

San Francisco, one American for Manila and one British for Amoy. Clearances came to five, viz.—one Spanish for Yokohama, one British for Haiphong, one British for Hongkong, one Chinese for Kwang Chow Wan and one Japanese for Singapore.

HAMBURG AMERIKA LINIE

COMBINED FREIGHT AND PASSENGERS SERVICE.
CABIN CLASS ACCOMMODATION FOR 50 PASSENGERS.
FARE FROM HONGKONG TO GENOA—£73. 0s. 0d.

SAILINGS FOR EUROPE

S/S "PREUSSEN" ... sailing from here on or about 18th July, 1926

M/V "ERMLAND" ... sailing from here on or about 13th August, 1926

SAILINGS FOR SHANGHAI AND JAPAN—(DUE FROM EUROPE)

M/S "ERMLAND" ... due here on or about 6th July, 1926

M/S "MUNSTERLAND" ... due here on or about 3rd August, 1926

For freight, passage and further particulars please apply to

JEBSEN & CO.
12, PEDDER STREET.
TEL. C. 2225.

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STEAMERS.	H'kong.	Shanghai.	Kobe.	Yokohama.	Vancouver.
EMPRESS OF ASIA	June 24	June 27	July 14	July 17	July 28
EMPRESS OF CANADA	July 29	July 31	Aug. 11	Aug. 14	Aug. 25
EMPRESS OF RUSSIA	Aug. 10	Aug. 12	Aug. 22	Aug. 25	Sept. 5
EMPRESS OF AUSTRALIA	Aug. 10	Aug. 12	Aug. 22	Aug. 25	Sept. 5
EMPRESS OF ASIA	Sept. 3	Sept. 5	Sept. 15	Sept. 18	Oct. 29
EMPRESS OF CANADA	Sept. 16	Sept. 18	Sept. 28	Sept. 31	Nov. 11
EMPRESS OF RUSSIA	Oct. 19	Oct. 21	Oct. 31	Nov. 3	Nov. 14
EMPRESS OF ASIA	Oct. 29	Oct. 31	Nov. 10	Nov. 13	Nov. 24
EMPRESS OF CANADA	Nov. 11	Nov. 13	Nov. 23	Nov. 26	Dec. 6
EMPRESS OF RUSSIA	Nov. 11	Nov. 13	Nov. 23	Nov. 26	Dec. 6

(E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai.)

HONGKONG—MANILA—HONGKONG—SERVICE

Leave Hongkong	Arrive Manila	Leave Manila	Arrive Hongkong
June 30	July 2	July 3	July 5
July 14	July 16	July 17	July 19

Passenger Department: Tel. C. 753. Cables: GACANPAC.
Freight and Express: Tel. C. 42. Cables: NAUTILUS.



SAILINGS SUBJECT TO ALTERATIONS.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.
SHINYO MARU ... Tuesday, 29th June
TAIYO MARU ... Tuesday, 27th July

SOUTH AMERICA via Japan, Honolulu, San Francisco, Los Angeles, Mexico and Panama.
RAIKYO MARU ... Tuesday, 17th July
GINYO MARU ... Wednesday, 25th Aug.

MARSEILLES, LONDON & ANTWERP via Singapore & Ports.
ATSUTA MARU ... Saturday, 3rd July
KASHIMA MARU ... Saturday, 17th July

SYDNEY & MELBOURNE via Manila & Ports.
TANGO MARU ... Wednesday, 23rd June, at 11 a.m.
AKI MARU ... Wednesday, 21st July

NEW YORK and/or BOSTON via PANAMA.

BUENOS AIRES via Singapore, Durban & Cape Town, Delagoa Bay & Algoa Bay.
KAWACHI MARU ... Wednesday, 7th July

BOMBAY via Singapore, Penang & Colombo.
TOYOOKA MARU ... Tuesday, 29th June

CALCUTTA via Singapore, Penang & Rangoon.

SOURABAYA via Batavia, Oberibon & Samarang.
RANGOON MARU ... Thursday, 1st July

NAGASAKI, KOBE & YOKOHAMA.
MISHIMA MARU ... Saturday, 17th July

SHANGHAI, KOBE & YOKOHAMA.
SUWA MARU ... Monday, 28th June
AWA MARU ... Monday, 28th June
AKITA MARU ... Friday, 2nd July
FUSHIMI MARU ... Monday, 12th July

For further information, apply to—

NIPPON YUSEN KAISHA.

Telephone: Central No. 293 (Private exchanges to all Depts.)



SERVICES CONTRACTUELS

Mail Steamers.	Next Sailings from Marseilles.	Pro. Arr. at H'kong. and Sailing for Shanghai and Japan.	Probable Sailings from Hongkong for Marseilles.
PORTHOS	6th July, 1926.
ANDRE LEON	20th July, "
PAUL LECAT	3rd Aug. "
GENERAL METZINGER	17th Aug. "
FONTAINE BLEAU	31st Aug. "
AMAZONE	14th Sept. "
ANGERS	28th Sept. "

RATES OF PASSAGE MONEY TO MARSEILLES

(Including Table Wine and Free Doctor's Attendance.)
A CLASS 1st Class ... £ 99. 0d. 0d.
B CLASS 1st Class ... £ 85. 0s. 0d.
C CLASS 1st Class ... £ 70. 0d. 0d.
D CLASS 1st Class ... £ 61. 0s. 0d.

Through Tickets to London and Leading Towns of Europe.
Accommodation reserved in the Trains at Marseilles.

LIGNES COMMERCIALES (Canoes Boats).
s.s. "CAPITAINE MAURE" from DUNKIRK, LONDON & HAVRE is due to arrive on the 21st July.
Sailings subject to alteration without notice.

For full Particulars, apply to—
MESSAGERIES MARITIMES CO.,
Telephone: Central 740. 15, QUEEN'S BUILDING.
CONSIGNATION—TRANSIT—REPRESENTATION.

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

TSINGTAU via SHANGHAI... "YATSHING" ... Thursday, 24th June, at 7 a.m.
HAIPHONG ... "MINGSANG" ... Thursday, 24th June, at 10 a.m.
BANGKOK ... "CHAKSANG" ... Thursday, 24th June, at Noon.
OSAKA via SHANGHAI, ... "LAISANG" ... Sunday, 27th June, at 7 a.m.
MOJI & KOBE ... "FOOSHING" ... Wednesday, 30th June, at Noon.
TSINGTAU via SHANGHAI... "CHEONGSHING" ... Monday, 5th July, at Noon.
TIENTSIN ... "KUTSANG" ... Monday, 5th July, at 3 p.m.
STRAITS & CALCUTTA ... "KWONGSANG" ... Wednesday, 7th July, at Noon.
TSINGTAU via SHANGHAI... "HOSANG" ... Friday, 9th July, at 7 a.m.
KOBE via MOJI ... "HINSANG" ... Monday, 19th July, at 2 p.m.
SANDAKAN

For Freight or Passage, apply to—

JARDINE, MATHESON & CO., LTD.,

GENERAL MANAGERS.

TELEPHONE: CENTRAL No. 215.

GLEN AND SHIRE

JOINT SERVICE OF STEAMERS.

U.K.—STRAITS, CHINA & JAPAN SERVICE.

OUTWARDS.

Vessel Due Hongkong.

"PEMBROKESHIRE" 11th July.

"GLENIFFER" 22nd "

"GLENOGLE" 5th Aug.

HOMEWARDS.

Vessel Discharges Leaves H'kong.

"CARNARVONSHIRE" 20th July

London, Rotterdam & Hamburg via Oran.

Movements are subject to change without notice.

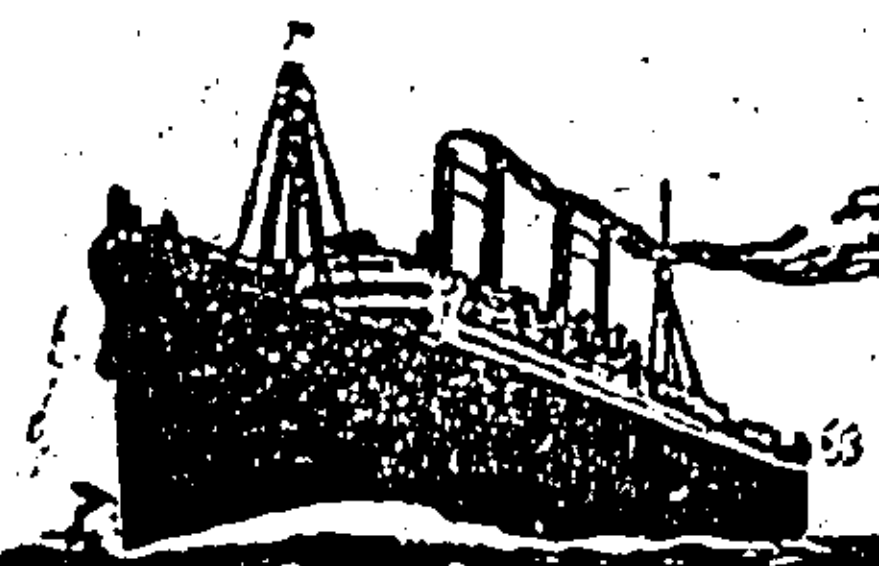
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Intermediate class £48. 2s. 0d.

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STEAMERS:	ARRIVAL AT HONGKONG AND SAILINGS FOR SHANGHAI AND JAPAN.	SAILINGS FROM HONGKONG TO GENOA, MARSEILLES, ROTTERDAM, HAMBURG, AND BREMEN VIA MANILA, SINGAPORE, BELAWAN, ULOUOMO AND PORT SAID.
*ACCOMMODATION FOR 100 CABIN CLASS AND 150 INTERMEDIATE CLASS PASSENGERS.		
S. "FRANKEN" ...	26th June, 1926	End of July, 1926.
S. "FULDA" ...	16th July, "	22nd August, "
S. "KOENIGSBERG" ...	14th August, "	16th October, "
S. "TRIER" ...	11th September, "	18th November, "
S. "SAARBRUECKEN" ...	9th October, "	11th December, "
S. "COBLENZ" ...	6th November, "	6th February, 1927.
S. "ANHALT" ...	4th December, "	6th March, "
S. "FULD" ...	30th December, "	
S. "DERFFLINGER" ...	27th January, 1927.	

† Omit Marseilles call.

§ Will call at Trieste and Venice.

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8, Queen's Building, Chater Road.

Agents, HONGKONG.

JAVA-CHINA-JAPAN-LIJN.



REGULAR PORTFOLIO SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJIKARANG	JAVA	27th June	30th June	SHANGHAI
TJIKEMBANG	SHANGHAI	28th July	1st July	BATAVIA
TJIBODAS	JAVAY	4th July	6th "	BATAVIA
TJIKINI	JAVA & M'KRAH.	6th "	9th "	AMOT, STAL & DALNY
TJIKARANG	BATAVIA	11th "	15th "	SHANGHAI
TJIKARANG	SHANGHAI	12th "	15th "	BATAVIA
TJIKARANG	JAVA & M'KRAH.	20th "	23rd "	AMOT, SHANGHAI & DALNY
TJIKARANG	SHANGHAI	26th "	29th "	BATAVIA
TJIKINI	DALNY & AMOT	4th Aug.	6th Aug.	M'KRAH & S'DALA.

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The steamers are all fitted throughout with Electric Light and have accommodation for a limited number of saloon passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia.
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AMERICAN & ORIENTAL LINE
(ANDREW WALK & CO., LONDON.)Sailings from Hongkong
M.V. "WEIRBANK" ... via Suez Canal ... 30th July.**UNITED KINGDOM & CONTINENT**
"ELLERMAN" LINE
(ELLERMAN & BUCKNALL S.S. CO., LTD.)S.S. "CITY OF GLASGOW" ... Marseilles, London, Hamburg & Havre ...
S.S. "ROMEO" ... Marseilles, London, Havre & Hamburg ...FARES TO LONDON "A" 1st Class £53. 2nd Class £30.
"B" 1st Class £30. 2nd Class £25.**MAURITIUS & SOUTH AFRICA**
ORIENTAL-AFRICAN LINE

STEAMER From Hongkong July/August.

Loading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay, Port Elizabeth, Mossel Bay and Upetown.

Through Bills of Lading issued to Beira, Quilimane, Ibo, Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar, Mombassa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay, and Madagascar.

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(ELLERMAN & BUCKNALL S.S. CO., LTD.)Sailings from Singapore on 6th of every month by "CITY OF PALERMO" or "MALATIAN" to Java, Fremantle, Adelaide, Melbourne and Sydney, and Vice Versa.
Through Freight and Passenger bookings from Hongkong in conjunction with "Ellerman" Line or other services.

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BOSTON**NEW YORK**
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M.V. "ASIATIC PRINCE" ... Leave Hongkong 29th June

M.V. "JAPANESE PRINCE" ... 29th July

M.V. "CHINESE PRINCE" ... 7th September

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Offers excellent Saloon accommodation.

All lower berths.

Doctor carried.

English cuisine.

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EUROPE, ETC.**PENINSULAR AND ORIENTAL FORTNIGHTLY**
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

Steamship.	Tons.	From Hongkong (about)	Destination.
"MANTUA"	10,992	26th June, Noon	Marseilles and London.
"JEYPORE"	5,318	4th July	Singapore, Penang, Colombo and Bombay.
"KARMA"	5,123	10th July	Marseilles, London, Antwerp and Hull.
"TANDA"	5,977	18th July	Marseilles, London, Rotterdam and Antwerp.
"KASHMIR"	8,985	22nd July	Singapore, Penang, Colombo and Bombay.
"RANPURA"	10,585	24th July	Marseilles and London.
"DELTA"	8,097	7th Aug.	Marseilles, London, and Antwerp.
"MACEDONIA"	11,089	21st Aug.	Marseilles and London.
"KALYAN"	9,144	4th Sept.	Marseilles, London and Antwerp.
"MALWA"	10,941	18th Sept.	Marseilles and London.
"KASHGAR"	9,905	2nd Oct.	Marseilles, London and Antwerp.
"MUREA"	10,918	16th Oct.	Marseilles and London.
"KHYBER"	9,114	30th Oct.	Marseilles, London and Antwerp.
"MANTUA"	10,992	13th Nov.	Marseilles and London.
"KARMA"	5,123	27th Nov.	Marseilles, London and Antwerp.
"MACEDONIA"	11,089	11th Dec.	Marseilles and London.
"DELTA"	8,097	25th Dec.	Marseilles, London and Antwerp.
"MALWA"	10,941	8th Jan.	Marseilles and London.
"KALYAN"	9,144	22nd Jan.	Marseilles, London and Antwerp.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piræus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS

Steamship.	Tons.	From Hongkong (about)	Destination.
"SANTHA"	7,754	7th July	Singapore, Penang and Calcutta.
"TILAWA"	10,006	12th July	do.
"TALAMBA"	8,018	19th July	do.
"SHIRALA"	7,841	3rd Aug.	do.
"TALMA"	10,030	10th Aug.	do.
"TAKADA"	8,949	27th Aug.	do.
"SANTHA"	7,754	6th Sept.	do.
"TILAWA"	10,006	13th Sept.	do.

EASTERN AND AUSTRALIAN SAILINGS (South)

Steamship.	Tons.	From Hongkong (about)	Destination.
"ARAFURA"	6,000	30th June	Manila, Cebu, and Oahu.
"TANDA"	6,058	27th August	Townsville, Brisbane, Sydney and Melbourne.
"ST. ALBANS"	4,300	1st Oct.	do.

The E. & A.S. Co., Ltd., steamers will also call at Shanghai, Hoilo, Cebu, Kolambagan, Tawau, Timor, Durwin, or other ports en route as inducement offers.

Frequent connections from Australia with the following:—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.**SAILINGS TO SHANGHAI AND JAPAN**

Steamship.	Tons.	From Hongkong (about)	Destination.
"TILAWA"	10,006	24th June, 6 a.m.	Amoy, Moji, Kobe and Osaka.
"KASHMIR"	8,985	25th June, 4 p.m.	Shanghai, Tsingtau, Weihaiwei and Kobe.
"TALAMBA"	8,018	28th June	Moji, Kobe and Yokohama.
"RANPURA"	10,585	8th July	Shanghai only.
"DELTA"	8,097	9th July	Shanghai, Moji, Kobe and Yokohama.
"SHIRALA"	7,841	14th July	Moji, Kobe and Yokohama.
"TALMA"	10,030	20th July	Moji and Kobe.
"MACEDONIA"	11,089	22nd July	Shanghai, Moji and Kobe.
"TANDA"	6,058	3rd Aug.	Moji, Kobe, Osaka and Yokohama.
"KALYAN"	9,144	5th Aug.	Shanghai, Moji and Kobe.
"TAKADA"	8,949	6th Aug.	Shanghai, Moji and Kobe.
"SANTHA"	7,754	15th Aug.	Shanghai, Moji and Kobe.
"MALWA"	10,941	16th Aug.	Shanghai, Moji and Kobe.
"TILAWA"	10,006	20th Aug.	Yokohama only.
"TALAMBA"	8,018	3rd Sept.	Shanghai and Kobe.
"KASHGAR"	9,905	8th Sept.	Shanghai, Moji and Kobe.
"ST. ALBANS"	4,300	7th Sept.	Moji, Kobe, Osaka and Yokohama.
"MUREA"	10,918	16th Sept.	Shanghai, Moji and Kobe.
"KHYBER"	9,114	1st Oct.	Shanghai, Moji and Kobe.
"ARAFURA"	6,000	5th Oct.	Moji, Kobe, Osaka and Yokohama.
"MANTUA"	10,992	16th Oct.	Shanghai, Moji and Kobe.
"KARMA"	5,123	23rd Oct.	Shanghai, Moji and Kobe.
"DEVANHA"	8,155	30th Oct.	Shanghai and Kobe.
"TANDA"	6,058	2nd Nov.	Moji, Kobe, Osaka and Yokohama.
"MACEDONIA"	11,089	13th Nov.	Shanghai, Moji and Kobe.
"DELTA"	8,097	27th Nov.	Shanghai, Moji and Kobe.
"ST. ALBANS"	4,300	7th Dec.	Moji, Kobe, Osaka and Yokohama.
"MALWA"	10,941	10th Dec.	Shanghai, Moji and Kobe.
"KALYAN"	9,144	24th Dec.	Shanghai, Moji and Kobe.
"ARAFURA"	6,000	4th Jan.	Moji, Kobe, Osaka and Yokohama.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Bangkok must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.

All Cables are fitted with Electric Fans free of charge.

Steamers on London and Australian Lines are fitted with Laundries.

Parcels measuring not more than 2½ ft. x 3 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information, Passage Fares, Freights, Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.

P. & O. Building, Connaught Road Central, HONGKONG. Agents. [1]

DOUGLAS STEAMSHIP CO., LTD.**HONGKONG AND SOUTH CHINA COAST PORT SERVICE.**

REGULAR SERVICE OF Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in Staterooms, Saloons and Excellent cuisine.

FOR

AMOY & FOCHOW

AND RETURN

(Occupying 9 or 10 Days)

HAICHING ... Upt. A. H. Stewart, Friday, 25th June, at 9 a.m.

Arrivals and Departures from the Company's Wharf (near Blakes Pier).
Return Trip Tickets will be issued from Hongkong to Fochow (Pagoda Anchorage) and return by the same steamer by the "HAI-SING," "HAI-HONG" and "HAI-CHING" at the Reduced Rate of \$30.00 including Meals while the steamer is in Port.

For Freight and Passage apply to—

DOUGLAS L. PRAIRIE & CO.

General Managers.

CHINA NAVIGATION CO.,

LIMITED.

SAIGON	... "KICKIANG"	... On 23rd June, Noon.
SHANGHAI	... "SOOCHOW"	... On 24th June, 6 a.m.
AMOY, SINGAPORE & BANGKOK	... "KALGAN"	... On 25th June, 6 a.m.
SHANGHAI & TSINGTAO	... "SHANTUNG"	... On 26th June, 6 a.m.
SHANGHAI	... "SUIKANG"	... On 27th June, 6 a.m.
BANGKOK	... "CHINHUA"	... On 28th June, 4 p.m.
AMOY & SHANGHAI	... "SZECHUEN"	... On 29th June, 6 a.m.
AMOY & SINGAPORE	... "ANHUI"	... On 29th June, 6 a.m.
WEIHAIWEI, CHEFOO & TIENTSIN	... "KUEICHOW"	... On 29th June, 4 p.m.
SHANGHAI	... "SUNNING"	... On 1st July, 6 a.m.
SHANGHAI & TSINGTAO	... "LINAN"	... On 3rd July, 6 a.m.
AMOY & SINGAPORE	... "KWANGCHOW"	... On 3rd July, 6 a.m.
SHANGHAI	... "YINGCHOW"	... On 4th July, 6 a.m.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE.

Telephone CENTRAL 35.

Agents.

CARGO AND PASSAGE CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE. [1]

AUSTRALIAN-ORIENTAL LINE, LTD.**"CHANGTE" & "TAIPING"**

THREE NEW VESSELS MAINTAIN A REGULAR SERVICE FROM

HONGKONG TO AUSTRALIAN PORTS,

VIA MANILA AND THURSDAY ISLAND.

Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports. EXCELLENT & MOST UP-TO-DATE FIRST & SECOND CLASS PASSENGER ACCOMMODATION. HONGKONG TO SYDNEY—19 DAYS.

STEAMER	Due HONGKONG ON OR ABOUT	SAILING HENCE ON OR ABOUT
TAIPING	16th July	21st July
CHANGTE	13th August	18th August
TAIPING	12th September	17th September
CHANGTE	11th October	16th October

For Freight and Passage Apply to—BUTTERFIELD & SWIRE. Agents. [5]

DODWELL & CO., LTD.**NEW YORK BERTH.**

LOADING FOR BOSTON AND NEW YORK VIA SUEZ.

M.V. "BABY CASTLE" ... Sailing on or about 19th July

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (FIUME).

TAKING CARGO ON THROUGH BILLS OF LADING TO GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE

"A" CLASS: £72. 10s. 0d. "B" CLASS: £66. 0s. 0d.

NEXT SAILINGS.

OUTWARDS FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI

From Hongkong.

S.S. "VENEZIA" ... Sails 5th July.

S.S. "ROSANDRIA" ... Sails 5th August.

HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE

From Hongkong.

M.V. "ESQUILINO" ... Sails about 7th July.

S.S. "VENEZIA" ... Sails about 31st July.

NATAL LINE OF STEAMERS

FROM CALCUTTA AND COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMBINGA" ... Sails from Calcutta about 31st July via

Batavia and Colombo.

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines, apply to—

DODWELL & CO., LIMITED.

Telephone: Central 1030.

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BOSTON NEW YORK & BALTIMORE

Joint Service of the

BLUE FUNNEL LINE

(OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.)

AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

S.S. "COLORADO"	... Via Suez Canal	2nd July.
S.S. "LAOMEDON"	... Via Suez Canal	16th July.
S.S. "CITY OF BEDFORD"	... Via Suez Canal	30th July.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For Freight and Particulars, apply to—

BUTTERFIELD & SWIRE, or THE BANK LINE, LTD., HONGKONG.
HONGKONG AND CANTON. JARDINE MATHESON & CO., LTD., CANTON. [11]

